Appendix I

Off-Highway Vehicle (OHV) Specialist Report

Resource: OHV

Author: Sarah M. Schartz
OHV Coordinator
Prineville District BLM
Prineville, Oregon

Past Management Actions

The Little Canyon Mountain Project Area (LCM) is currently designated as open to motorized travel and was designated as such by the *John Day Resource Management Plan* (attachment A). In the management plan, 121, 945 acres were designated as open. 49, 652 acres were designated as restricted and identified for seasonal closures to enhance wildlife habitat in the cooperative road management areas. The final 10,523 acres are located in a wilderness study area, which are closed to OHV's (USDI BLM, 1985). Within the management plan, no differentiation was made between the three classes of OHV's. Therefore these acreages apply to all OHV's: Class I, quads or three-wheelers; Class II, 4x4's, jeeps, dune buggies; and Class III, motorcycles (State of Oregon, 2001). Attachment B gives the State of Oregon's definitions of the three classes of off-highway vehicles.

Part of the purpose and need for the *John Day Resource Management Plan* (RMP) *Record of Decision* was to "identify public land as open, closed, or limited for off-road vehicle use (Executive Order 11989)" (USDI BLM, 1985). This is the only reference to OHV's in the purpose and need. The *Draft Environmental Impact Statement* named areas around Canyon City and John Day as areas that had heavier motorized use; however no mention of motorized recreation is made in the estimated recreation visitation table (USDI BLM, 1984). No specific management actions were taken to address OHV use in these areas of "heavier use." Nor have there been any specific management actions for OHV's in the area since that time.

Existing Condition Brief

The Little Canyon Mountain project area includes 2498 acres of land designated as open to OHV's. There are 26 miles of roads (for the purposes of this paper, roads are more than 50" wide and wide enough for a full sized vehicle or Class II OHV) and 5 miles of Class I/III routes (less than 50" and wide enough for a Class I/III OHV). All Classes of OHV's use many of the roads. The total motorized route density is 7.88 miles per square mile. Much of the land is very steep and many of the routes have no drainage built into them. The soils contain a lot of clay and the routes rut easily.

A 104-acre hydraulically mined pit is currently used as a play area by all classes of OHV's and as access to many OHV routes in the area. Many motorized routes in the area are also used as access to mining claims scattered across LCM. An irrigation ditch runs through the pit and is often diverted by Class II OHV users to create a mud bogging area within the pit. The pit is also currently used for dumping garbage, furniture, appliances, and old car bodies in addition to shooting.

LCM is located in close proximity to Canyon City and John Day. It provides OHV recreation opportunities right out many residents' back doors. The area is in close proximity to the Strawberry Mountain Wilderness as well. A major access point to the wilderness is through the LCM project area.

Existing Condition (BLM)

The John Day RMP designated LCM as open and did not designate a trail system for OHV's even though it did identify the area around Canyon City as an area of heavier OHV use (USDI BLM, 1984). Much of Little Canyon Mountain is criss-crossed with OHV trails for all classes of OHV's. Clay soils and steep slopes characterize Little Canyon Mountain. This type of terrain provides excellent conditions for mud bogging and hill-climbing, respectively.

On Little Canyon Mountain, there are several separate issues regarding motorized access. First is recreationists trying to gain access to the Strawberry Mountain Wilderness, second is miners accessing their claims, third is recreational OHV use and fourth is garbage dumping. Additional issues in the pit include late night activity – thought to be underage drinking parties and safety issues related to target practicing in the pit.

The main road out of Canyon City accesses the Strawberry Mountain Wilderness by crossing BLM administered lands. This road is primitive and native surfaced. In the wet season, it gets very muddy and ruts easily. In many places, vehicles have made short cuts and bypasses around particularly wet areas in an effort to access the trailhead during wetter seasons.

Little Canyon Mountain has a history of mining. Many routes were developed for access to earlier claims as well as current claims. Many claimants have used primitive means to create the routes. Some have simply driven the route often enough that a road was created. These methods have resulted in routes that do not drain well, and that promote rutting and creation of multiple adjacent routes as old routes become impassible. The end result is a maze of routes that are highly susceptible to erosion and have the potential for resource impacts. Miners have the right of access to their claims on federal lands, but they do not have the right to cause unnecessary degradation of the resources. Vehicles used for mineral exploration must follow the same rules as other vehicles. For example, if OHV's are required to stay on existing routes, vehicles used for mineral exploration must also stay on existing routes. In the case of LCM, the area is open, so miners may travel cross-country to access their claims. An approved plan of operations is required for new road constructions and use of existing routes. Claimants are liable for

unnecessary loss of, or injury to property of the United States (BLM, 2002). See attachment C for mining access information.

The third motorized use issue is those recreationists who seek the mud and steep slopes as a form of recreation. OHV users are allowed to ride anywhere they want on Little Canyon Mountain. And, that is exactly what they are doing. The clay soils and water found on Little Canyon Mountain are perfect for mud bogging, which is occurring in the large pit as well as other areas across the project area. In some instances, OHV users are diverting water from the irrigation ditch into the pit to create mud-bogging opportunities. The steep slopes and open forest structure found in some areas on the mountain are attractive to those who like to test their hill-climbing abilities. Both of these activities have the potential for resource impacts. Mud bogging can lead to increased silt in streams. There is also the conflict that arises from mud-boggers using irrigation water. Those that have water rights to the irrigation water, get frustrated when their water is not delivered and they have to repair the ditch in order to receive their water. Hill-climbs generally have no erosion control measures and can lead to soil displacement and siltation in streams. There are many ways to mitigate the issues related to both hill climbing and mud-bogging. Erosion control devices, designated routes, designated play areas, trail layout and design, regular maintenance, and active management can all prevent issues from arising from OHV use.

Another motorized access issue is trash dumping. The pit directly adjacent to the main Little Canyon Mountain road is a significant trash dumping area. Household appliances, yard debris, animal carcasses, car bodies and household waste are all present in the pit. Trash dumping is considered an access issue because much of the garbage would not be dumped on public land if individuals were unable to access the ground by full-sized vehicles.

Little Canyon Mountain is also host to late night activities. It is surmised that these are illegal, underage alcohol parties. A recently installed road counter documents times of use on the road as well as numbers of vehicles passing. Printouts of the counter information are in attachment D.

Target practice also occurs in the pit area and thereby results in a potential safety hazard to public land visitors. Target practicing also adds to the litter found in the pit. Many targets are left behind and not disposed of properly. In addition, shell casings do not get picked up, leaving the ground covered in brass and plastic.

Not all OHV users are created equal. There are those that like to do “high impact” riding. They are often content with staying in a pit or play area practicing their jumps, spinning cookies and various other high impact activities. Some like to practice their hill climbing abilities. Often, they ride from hill climb to hill climb, practicing each several times until they reach the top of one and then they go to the next. Others like to play in the mud, attempting to make it through a mud hole in two-wheel drive and then resorting to four-wheel drive when they get really stuck. Some OHVers like a technical challenge; slow speeds and challenging rock crawls are what they really like. Others just like to ride

trails and get a "trail-blazing" experience. The amount of discretionary time and proximity to an OHV opportunity often play a big role in what type of activity an OHV user engages in.

The Prineville District has two designated OHV areas: Millican Valley OHV Trail System and Rosland Recreation Site. The Millican Valley OHV Trail System is located north and south of Highway 20, about 25 miles east of Bend, Oregon. A map of the Millican Trail System is located in attachment J. The trails in the area have been used since the 1960's as racecourses for various classes of OHV. There are about 250 miles of trails in the system and OHV's are required to stay on designated routes only. All of the designated routes within Millican are open to Class I and III OHV's. Some of the routes are open to Class II OHV's. However, the Class II routes do not provide much of a challenge for OHV users. It is not, therefore considered a quality Class II opportunity. Within the system, there are three play areas that OHV's can practice jumps, hill-climbing and do high-impact riding that is discouraged elsewhere in the trail system.

Millican provides an excellent opportunity for trail riders and technical Class I/III riders. There is only one good hill climb at Millican and the ODOT pit is a great play area for high impact Class I/III riders. However, it does not have any quality Class II opportunities and there is no place for mud bogging. Additionally, it is too far from John Day to facilitate the riders that are riding at Little Canyon Mountain.

The Rosland Recreation Area is similar to the Little Canyon Mountain pit in many ways. Rosland was created by excavation for road-building material. For several years it was used for trash dumping, target shooting and as an OHV play area. It is located very close to LaPine, Oregon and is "out the back door" for many LaPine residents. The pit was closed after a fatal OHV accident. Some locals took an interest in the pit and through a huge volunteer effort cleaned and fixed up the pit area so that currently there is an advanced play area, beginner play area and 3.5 miles of trail. Rosland provides the opportunity for jumping and high impact riding, but has no hill-climbing or mud-bogging opportunities. Neither is it open to Class II OHV's. Rosland provides an excellent opportunity for viewing the OHV riders as well. As a safety precaution, no spectators are allowed in the pit – only riders and spotters. See attachment F for a map and photos of the Rosland Recreation Site.

The Rosland pit is a success story for the BLM. There is still some littering – mostly picnic related garbage, but there is no longer any large scale dumping at the site. A local family has adopted the area for the last two years. The family is provided with maps, toilet cleaning supplies and garbage bags and they perform minor fence repair and clean up on a weekly basis.

There are no designated OHV areas in close proximity (30 minute drive) to John Day or Canyon City on BLM lands.

Existing Condition (Other)

Currently, there are no other OHV opportunities on private lands or Forest Service lands immediately adjacent to the project area. The Strawberry Mountain Wilderness, adjacent to the project area, on the Malheur National Forest is 68,700 acres of land closed to motorized travel.

The closest designated OHV riding areas are Blue Mountain on the Malheur NF, Prairie City on the Malheur NF and Unity on the Wallowa-Whitman NF. Blue Mountain consists of 3 trails within a 10-mile radius of John Day, all are more difficult and total 16 miles open to Class I/III OHV's. Prairie City includes 6 trails with a total of 26 miles ranging from easiest to most difficult. These are located about 20 miles southwest of Unity and are designed for Class I/III OHV's. The Unity trails are also designed for Class I/III OHV's and are located about 8 miles away from Unity. The trails total about 60 miles (OPRD, 2001). For a comprehensive list of designated OHV areas in the state of Oregon, please see attachment G.

Reasonable Foreseeable Actions

OHV recreation has grown substantially in the last five years. Sales of new OHV's within Oregon have increased 150%; about 20% more than the national increase. In 1997, Oregon had about 116,026 Class I and III ATV's, which is about 2% of the total quads and off road motorcycles in the United States. See attachment H for information provided by the Motorcycle Industry Council regarding OHV sales in the U.S. and Oregon.

Knowing this, it is reasonable to expect that OHV use would continue to grow in the State of Oregon and therefore on public lands. BLM lands elsewhere in the Prineville District are seeing more and more use in the urban interface and close to housing subdivisions. It is likely that use would continue to grow in the Little Canyon Mountain area because of its close proximity to town. The areas around John Day and Canyon City have been used more heavily by OHV's (USDI BLM, 1984) and it is likely that this would continue because there are currently no similar, designated OHV opportunities in close proximity.

Affects of Alternative A - No Action

Direct

The No Action Alternative would continue the present management of the Little Canyon Mountain project area. Currently, Little Canyon Mountain is classified as "open", which means that motorized vehicles are allowed to drive cross-country as well as on any existing routes. There are essentially no limitations to motorized recreationists. This type of land allocation produces many different potential impacts to other resources.

OHV users have the potential to disturb wildlife. Under a designated route system, the potential for disturbance can be limited by placing routes away from especially sensitive areas such as known nesting sites. Specific routes can be closed seasonally to prevent

potential disturbance during a sensitive time. And, route densities can be managed to prevent wildlife disturbance. The No Action Alternative would give land managers no such recourse to reduce impacts of OHV's on wildlife.

Cross-country travel by OHV users also has the potential to disturb archeological sites. OHV riders currently use some of the historic mining ditches as routes. In some instances, this could compromise the integrity of historic sites. A designated route system could reduce potential impacts by routing OHV's away from important sites or routing them in such a way that riders would be able to observe the sites but not disturb them by riding over the site. The No Action Alternative would not allow any of these actions.

The routes that currently exist were not designed or laid out to prevent erosion or sedimentation. While in some cases rolling dips might temporarily remedy the situation, the best way to prevent soil displacement, rutting and other water problems, is to design routes with grade breaks and natural drainage. Under the No Action Alternative, none of these measures would occur. Currently, water run-off and OHV tire spin combine to create ruts in the steep trails. As ruts get worse and trails become nonnegotiable, riders do and would continue to move to the side of the trail, widening the trail and increasing the potential impacts. In some cases, old routes may be abandoned and new routes created to go to the same location. The No Action Alternative does not remedy any of the soil displacement issues.

Under the No Action Alternative, there would be nothing to prevent the creation of new routes. Generally, OHV tracks beget OHV tracks. If cross-country travel is allowed, an OHV user may set out cross-country. The next rider would see a set of tracks and wonder where they go. That person and everyone in his group would follow the tracks and pretty soon there is a trail that even more people travel. Often times, these types of trails dead end. However, eventually as more riders go down the same trail to the dead end, they push further and further until the trail ends up somewhere, perhaps another trail, road or fence line.

Garbage dumping is another problem that would continue under the No Action Alternative. Without action from the BLM it is unlikely that the county and interested local residents would go forward with the offer to remove garbage from the pit located adjacent to the main road out of Canyon City. If the existing garbage remains, locals would feel free to continue dumping there. If some action is taken to clean up the existing mess and locals take ownership in the project, it would be likely that the dumping would be dramatically reduced. An example of a similar project is the Rosland Recreation Site near LaPine (attachment F).

Indirect

The No Action Alternative does not allow for any fuels or vegetation manipulation. Assuming that a catastrophic fire event is imminent under the No Action Alternative, there would be indirect effects relating to OHV use. A catastrophic fire would, in some

cases, obliterate current routes because some are defined by a lack of vegetation. If there were no vegetation (shrubs, grasses, etc.) across the landscape some routes would disappear. However, the lack of vegetation could also promote new OHV routes. In some areas, the reason there are no routes currently is simply because there was too much vegetation to navigate through. If the vegetation were removed, sight distance would be opened up and OHV users would be able to see more areas that they could traverse.

Impact Time Frame

The effects of the No Action Alternative likely would not be very noticeable in the short term (one year) because many of the effects would be gradual. However in five years or ten years the impacts would likely become very noticeable. It is likely that there would be a significant amount of erosion, several miles of new routes and many more parallel routes, all of which would be used by significantly more riders than there are currently.

Affects of Alternative B - BMBP

Direct

Alternative 2 states, there would be no new OHV trails. The BLM did not create any of the OHV trails on Little Canyon Mountain. However, there are still trails and would likely continue to be under Alternative B. Unless the management designation is changed from open to either limited or closed the BLM has no authority to enforce a "no new trails" policy. The *John Day Resource Management Plan* designated the Little Canyon Mountain Area as open to OHV's. This EA does not have the authority to change that status. Therefore, there would be no change and Alternative B would have all of the same direct effects as the No Action Alternative.

Indirect

Vegetation and fuels manipulation in the 1000' buffer zone could have short-term effects on OHV users in the area. During operations, areas may be closed to OHV's for safety reasons. There is the potential for new trail development after vegetation and fuels manipulation. As vegetation is removed from the area, sight distance would be increased, resulting in a potential for new OHV routes. Since so little of the project area would be treated in this alternative, it is likely a catastrophic fire would still occur and the effects would be the same as Alternative A.

Impact Time Frame

The effects of Alternative B likely would not be very noticeable in the short term (one year) because many of the effects would be gradual. However in five years or ten years the impacts would likely become very noticeable. It is likely that there would be a significant amount of erosion, several miles of new routes and many more parallel routes all of which would be used by significantly more riders than currently.

Affects of Alternative C – Historic Range of Variability – circa 1900

Direct

Alternative C would create a 100-250 foot buffer around the pit. The intent of this thinning is to reduce the fire hazard but to also limit the sight distance for OHV's that are recreating in the pit. This would help prevent creation of new routes out of the pit area. Additionally, this buffer could act as a sound and dust barrier to nearby landowners. The buffer would have no impact on the OHV users in the pit.

Under this alternative, it is likely that garbage dumping would continue. All activities that currently exist in the pit would likely remain the same under Alternative C.

Indirect

The vegetation treatment proposed in Alternative C has the potential to promote the proliferation of all classes of OHV use across the treatment area. Tractor logging and cable yarding systems that do not fully suspend logs leave skid trails that are excellent for OHV travel. Without intervention (obliteration of the trails, creating designated OHV routes, etc.), there is the potential for more established OHV routes in the years following the vegetation treatments.

The target basal area for Alternative C, outside of the stringers is extremely open to reduce fire danger. This open stand structure would open up the sight distance for OHV users and likely increase hill climbing opportunities and other cross-country OHV use in the firebreak with lesser use in the traditional forest area. It is likely with the open forest structure that routes on Little Canyon Mountain would be very visible from Canyon City and the surrounding lowlands.

Possible Mitigations

Use aerial logging and full suspension cable logging to the greatest extent possible to prevent new skid trail formation.

Burning could be used to make old skid trails go away. Often, trails are simply defined because they lack vegetation. If all of the surrounding area also lacks vegetation, trails often disappear.

The buffer around the pit is a mitigation to try to keep OHV's from straying out into the open stand.

Leave scattered large woody debris. Large, downed wood provides a barrier for OHV's. If it is strategically placed, new route formation could be minimized.

Limit OHV use to designated/existing routes. No cross-country travel.

Designate, sign and map an OHV trail system.

Impact Time Frame

In the first year or two after the actions are performed, there would likely be little noticeable impact. In that time period, OHV users would likely be exploring the new skid trails. About five years after the actions, it is likely that there would be a noticeable increase in tracks on new skid trails. OHV users would likely become familiar with various routes by then and likely bring along more friends. In ten years, the projected increase in overall numbers of OHV users would be noticeable. More use on existing trails would be evident and there would likely be more trails being created.

Affects of Alternative D – Uniform Treatment

Direct

Alternative D would create a 100-250 foot buffer around the pit. The intent of this thinning is to reduce the fire hazard but to also limit the sight distance for OHV's that are recreating in the pit. This would help prevent creation of new routes out of the pit area. Additionally, this buffer could act as a sound and dust barrier to nearby landowners. The buffer would have no impact on the OHV users in the pit.

Alternative D would also close the pit to full size vehicles at both the north entrance and the southeast entrance (see attachment I, Figures 1-4) closing off the pit to trash dumping. This would impact different classes of OHV's in different ways. For Class I/III OHV's it would improve the site by reducing the health and human safety hazards presented by having garbage in the pit. It would not reduce the riding opportunities for Class I/III OHV's.

By placing the barriers 50" apart, Class II OHV's would be excluded from gaining entrance to the pit at either the north or southeast entrances. This would likely decrease the use by Class II OHV's in the pit. However, it would not completely eliminate Class II OHV's because there are other, more technically challenging, ways to gain entrance to the pit. It is likely that committed Class II OHV users would find other ways to access the pit, for others that are less committed, it is possible that the barriers would be enough to deter them from mud-bogging in the area altogether.

Indirect

The vegetation treatment proposed in Alternative D has the potential to promote the proliferation of all classes of OHV use across the treatment area. Tractor logging and cable yarding systems that do not fully suspend the logs leave skid trails that are excellent for OHV travel. Without intervention (obliteration of the trails, creating designated OHV routes, etc.), there is the potential for more established OHV routes in the years following the vegetation treatments.

With the open forest structure, sight distance would be improved and OHV users could potentially see hill climbing opportunities from the pit, and search those out. In addition, with no designated, signed and mapped trail system, there would be no incentive for OHV's to stay on established routes. New routes would likely proliferate.

The target basal area for Alternative D is uniform across the project area and very open. While this would not be as open a forest structure as that suggested for Alternative C, it would still be open enough that sight distance would be sufficient for OHV users to travel cross-country and create new routes, including hill climbs.

Possible Mitigations

Use aerial logging and full suspension cable logging to the greatest extent possible to prevent new skid trail formation.

Burning could be used to make old skid trails go away. Often, trails are simply defined because they lack vegetation. If all of the surrounding area also lacks vegetation, trails often disappear.

The buffer around the pit is a mitigation that would reduce sight distance for OHV users in the pit.

Leave scattered large woody debris. Large, downed wood provides a barrier for OHV's. If it is strategically placed, new route formation could be minimized.

Limit OHV use to designated/existing routes. No cross-country travel.

Designate, sign and map an OHV trail system.

Impact Time Frame

In the first year or two after the actions are performed, there would likely be little noticeable impact. In that time period, OHV users would likely be exploring the new skid trails and discovering new ways to gain entry into the pit. About five years after the actions, it is likely that there would be a noticeable increase in tracks on new skid trails and significantly more use on alternative routes into the pit. OHV users would likely become familiar with various routes by then and likely bring along more friends. In ten years, the projected increase in overall numbers of OHV users would be noticeable. More use on existing trails would be evident and there would likely be more trails being created.

Affects of Alternative E – Graded Basal Area Target

Direct

There are no actions in Alternative E that would directly affect OHV use. All activities

within the pit would continue as they have and the effects would be the same as in the No Action Alternative

Indirect

The vegetation treatment proposed in Alternative E would potentially promote the proliferation of all classes of OHV use across the treatment area. Tractor logging and cable yarding systems that do not fully suspend the logs leave skid trails that are excellent for OHV travel. Without intervention (obliteration of the trails, creating designated OHV routes, etc.), there is potential for more established OHV routes in the years immediately following the vegetation treatments.

Since the target basal areas are graduated up slope, it is likely that more OHV routes would develop at the lower slopes and fewer on the upper slopes where the forest would be thicker.

Alternative E would not include a buffer around the pit. This is likely to increase HV use adjacent to and extending from the pit area. With the open forest structure, sight distance is improved and OHV users could potentially see hill climbing opportunities from the pit, and go search those out.

Possible Mitigations

Use aerial logging and full suspension cable logging to the greatest extent possible to prevent new skid trail formation.

Burning could be used to make old skid trails go away. Often, trails are simply defined because they lack vegetation. If all of the surrounding area also lacks vegetation, trails often disappear.

Create a buffer around the pit that would reduce sight distance for OHV users in the pit.

Leave scattered large woody debris. Large, downed wood provides a barrier for OHV's. If it is strategically placed, new route formation could be minimized.

Limit OHV use to designated/existing routes. No cross-country travel.

Designate, sign and map an OHV trail system.

Impact Time Frame

In the first year or two after the actions are performed, there would likely be little noticeable impact. In that time period, OHV users would likely be exploring the new skid trails and discovering new ways to gain entry into the pit. About five years after the actions, it is likely that there would be a noticeable increase in tracks on new skid trails and significantly more use on alternative routes into the pit. OHV users would likely

become familiar with various routes by then and likely bring along more friends. In ten years, the projected increase in overall numbers of OHV users would be noticeable. More use on existing trails would be evident and there would likely be more trails being created.

Affects of Alternative F – Stratified Basal Area Unit

Direct

Alternative F would close the pit to full size vehicles at both the north entrance and the southeast entrance (see attachment I, Figures 1-4), closing off the pit to trash dumping. This would impact different classes of OHV's in different ways. For Class I/III OHV's it would improve the site by reducing the health and human safety hazards presented by having garbage in the pit. It would not reduce the riding opportunities for Class I/III OHV's.

By placing the barriers 50" apart, Class II OHV's would be excluded from gaining entrance to the pit at either the north or southeast entrances. This would likely decrease the use by Class II OHV's in the pit. However, it would not completely eliminate Class II OHV's because there are other, more technically challenging, ways to access to the pit. It is likely that committed Class II OHV users would find other ways to gain entrance to the pit. For others that are less committed, it is possible that the barriers would be enough to deter them from mud bogging in the area altogether.

Alternative F would create a 100-250 foot buffer around the pit that would be thinned. The intent of this thinning would be to reduce the fire hazard and limit the sight distance for OHV's that are recreating in the pit. This would help prevent creation of new routes out of the pit area. Additionally, this buffer could act as a sound and dust barrier to nearby landowners.

Indirect

The vegetation treatment proposed in Alternative F would potentially promote the proliferation of all classes of OHV use across the treatment area. Tractor logging and cable yarding systems that do not fully suspend the logs leave skid trails that are excellent for OHV travel. Without intervention (obliteration of the trails, creating designated OHV routes, etc.), there is potential for more established OHV routes in the years immediately following the vegetation treatments.

The target basal area for Alternative E ranges from 0-100 ba depending on the stand characteristics. In those stands with lower basal area, the potential for OHV trail proliferation would be greater than for those stands with greater basal area. The "thickets" for wildlife cover could also reduce the potential for OHV routes because they would minimize sight distance.

Mitigations

Use aerial logging and full suspension cable logging to the greatest extent possible to prevent new skid trail formation.

Burning could be used to make old skid trails go away. Often, trails are simply defined because they lack vegetation. If all of the surrounding area also lacks vegetation, trails often disappear.

The buffer around the pit is a mitigation to try to keep OHV's from straying out into the open stand.

Leave scattered large woody debris. Large, downed wood provides a barrier for OHV's. If it is strategically placed, new route formation could be minimized.

Limit OHV use to designated/existing routes. No cross-country travel.

Designate, sign and map an OHV trail system.

Impact Time Frame

In the first year or two after the actions are performed, there would likely be little noticeable impact. In that time period, OHV users would likely be exploring the new skid trails and discovering new ways to gain entry into the pit. About five years after the actions, it is likely that there would be a noticeable increase in tracks on new skid trails and significantly more use on alternative routes into the pit. OHV users would likely become familiar with various routes by then and likely bring along more friends. In ten years, the projected increase in overall numbers of OHV users would be noticeable. More use on existing trails would be evident and there would likely be more trails being created.

Recommendations For Future Actions

Under the LCM EA, limited actions can occur. When the John Day RMP is reviewed, further actions should be analyzed at that time. The following is a list of actions related to OHV's that should be considered then.

*Change land classification on Little Canyon Mountain from "open" to either "limited to existing" or "limited to designated." Limiting access to established routes could reduce many potential impacts from mineral entry and OHV use.
*Road closures. Consider closing/converting to other uses routes that do not access existing mineral claims. This could mitigate wildlife, water and fish issues and it puts BLM in control of future mineral access routes. For roads that are closed, consider obliteration (disguising, ripping, boulders, etc.). Gates invite vandalism and tank traps are negotiable by all classes of OHV's.
*Remove the pit from mineral entry. If the site is going to be for OHV use, mineral activities have potential conflict.
*Consider separate area for target practice. If the pit remains an OHV play area,

there are potential safety hazards for OHV's with target practice going on. Maybe designate a specific target practice area.
*Re-open pit area to Class II OHV's. There are few Class II opportunities in Central Oregon. The pit is a good location, close to town, and in a site already disturbed by mineral entry. If more visitors are doing legal activities, it may discourage illegal dumping.
*Consider a more developed play area, perhaps something similar to the Rosland Recreation Site in LaPine, Oregon. As use demands, consider public health and safety issues – perhaps the need for a toilet and a more formal parking area.
*Consider a designated OHV trail system. The area offers excellent views, terrain and topography for OHV trail system. Consider 20-50 mile trail system with opportunities for all classes of OHV's. See attachment I, figure 5 for a suggested designated trail system layout See attachment J for COHVOPS (Combined Off-Highway Vehicle OPerationS) trail guidelines.

References

Oregon Off-Highway Vehicle Association (OOHVA), 2002. OHV Riding Areas. http://www.oohva.org/pages/map.html
A good comprehensive listing of all OHV areas in Oregon.

Oregon Parks and Recreation Department, 2001. ATV Oregon, The Official Guide to Oregon Off Highway Vehicle Recreation.
Combined with above, provided good list of Oregon's OHV opportunities.

State of Oregon, 2001. Oregon Revised Statutes – 2001 Edition. Chapter 801. State of Oregon, Salem, Oregon. http://www.leg.state.or.us/ors/orschs-13.html
The legal definitions of OHV's.

USDI Bureau of Land Management (BLM), 1984. John Day Resource Management Plan Draft Environmental Impact Statement. U.S. Department of the Interior, Burns District Office. Burns, OR.
Site specific management plan.

USDI Bureau of Land Management (BLM), 1985. John Day Resource Management Plan Record of Decision Rangeland Program Summary. U.S. Department of the Interior, Burns District Office. Burns, OR.
Site specific management plan.

USDI Bureau of Land Management (BLM), 2002. Mining Claims and Sites on Federal Lands. U.S. Department of the Interior.
http://www-a.blm.gov/nhp/300/wo320/miningcl.html
BLM specific rules on access to mining claims.

Attachment A:
John Day Resource Management Plan

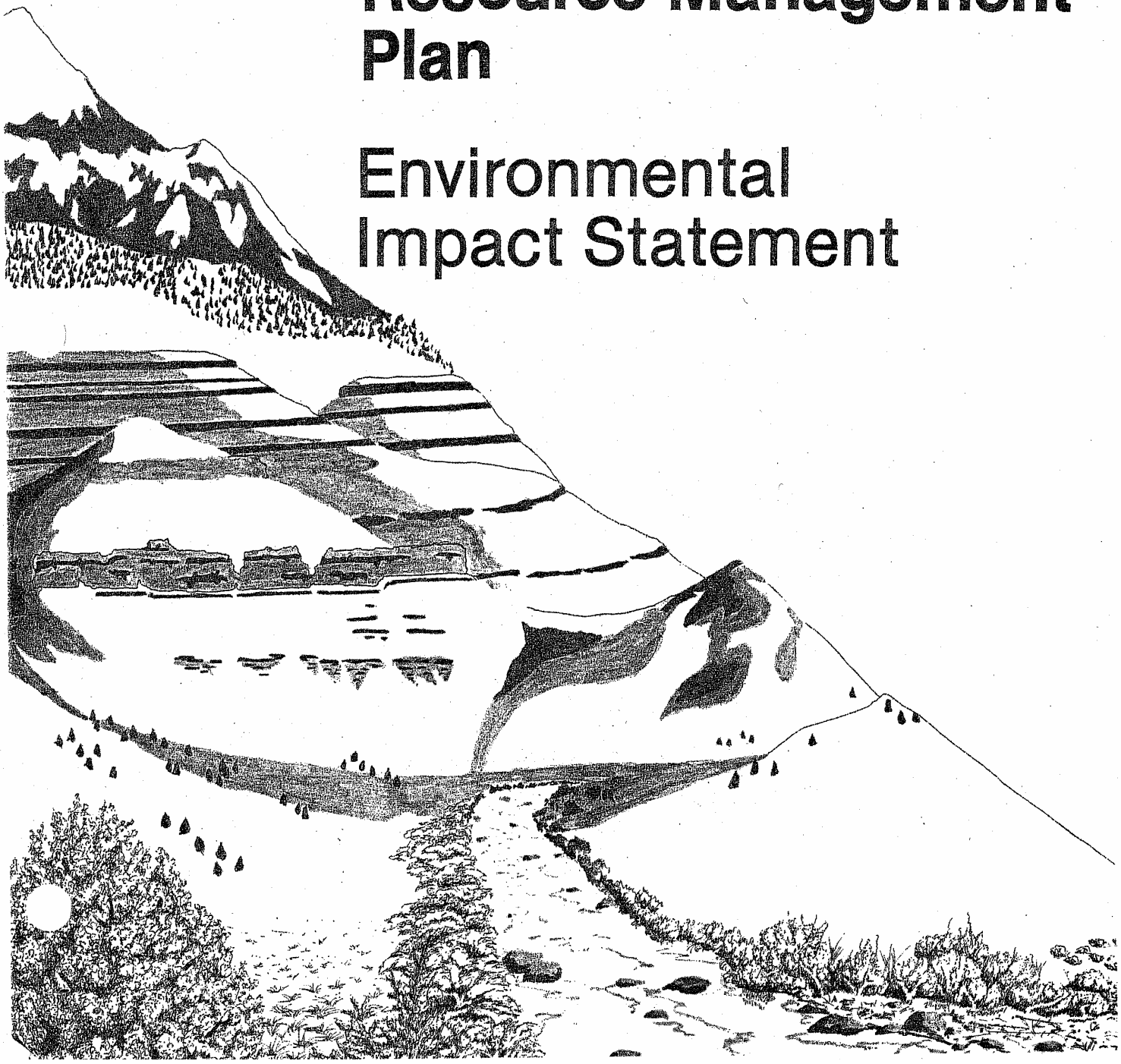
U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

Draft

Burns District Office
74 South Alvord
Burns, Oregon 97720

John Day Resource Management Plan

Environmental Impact Statement



Environmental Consequences

Air Quality

Under all alternatives, impacts from particulate matter and visible smoke resulting from all activities would be very minor and temporary, and thus are not considered significant.

Soils

There would be a low beneficial impact under the Preferred, Production and Enhancement Alternatives due to the increase in the proportion of residual ground cover composed of perennial vegetation. The No Action Alternative would result in no change from the existing situation.

Road construction and timber harvest techniques can create soil compaction, soil disturbance and soil loss but they would be in proportion to the number of acres harvested. Adverse impacts to soil would be greatest under the Production, No Action and Preferred Alternatives and least under the Enhancement Alternative.

Water

No significant change in the quantity of runoff would occur under any of the alternatives. Road construction and logging would cause localized increases in sediment yield under all alternatives, but most significantly under the Preferred, Production and No Action Alternatives. Overall sediment yield related to timber harvest would decline under all alternatives.

Sediment yield caused by grazing management activities would decrease under all alternatives and there would be no change under the No Action Alternative.

Vegetation

Under the Preferred, Production and Enhancement Alternatives range conditions would improve and total residual ground cover would decrease. The No Action Alternative would maintain range conditions. There would be significant increases in woody key species on poor and fair condition riparian areas under the Preferred and Enhancement Alternatives with increases being the greater under the Enhancement Alternative. The No Action and Production Alternatives would result in decreases in woody species in these areas.

Alterations to plant community structure and longevity would be the most significant impacts to vegetation on forestlands scheduled for timber harvest. Acres proposed for timber harvest over the next ten years would range from 6,027 under the Enhancement Alternative to 10,090 under the Production Alternative. Except in the Enhancement Alternative, mature and old growth forest communities would be converted to early successional stage communities as slow-growing timber stands are replaced by young, fast growing stands. Changes in plant communities and habitat could alter species composition.

There are no listed threatened and endangered plants within the planning area. However, those plants under review would be protected from impacts of construction through standard operating procedures and design elements.

Wild Horses

Wild horses would remain at a maximum of 100 head within the HMA in the Preferred and No Action Alternatives. Wild horse use would be reduced or excluded on public lands, focusing horse use on National Forest lands, in the Production Alternative. The wild horse population would increase to a maximum 522 head within the existing HMA in the Enhancement Alternative. The Preferred and Production Alternatives would reduce the size of the HMA on public lands.

Wildlife

The Preferred and No Action Alternatives would maintain existing mule deer populations. The Enhancement Alternative would support an increase in deer populations while the Production Alternative would result in a decrease in deer populations. The Preferred and No Action Alternatives would maintain existing elk populations. The Production Alternative would result in a moderate decrease in elk population, while the Enhancement Alternative would result in a high increase in elk population. None of the alternatives would significantly effect other upland species. Wetland species populations would increase under the Preferred and Enhancement Alternatives, but would be adversely affected under the Production Alternative and would be maintained under the No Action Alternative. Riparian species populations would increase under the Enhancement Alternative and to a lesser degree under the Preferred Alternative. The No Action Alternative would maintain those riparian species populations while the Production Alternative would result in moderate decrease in populations.

Overall game fish populations would increase under all alternatives. Under the Preferred, Production and No Action Alternatives, this would be due to instream fish habitat improvements and expansion of steelhead and flat water habitat. The

largest increases would be realized under the Enhancement Alternative as a result of restrictive grazing management in riparian zones.

Recreation

Net recreation use would increase as projected under all alternatives. Motorized use would continue to occur randomly throughout most of the resource area. Use would continue to be relatively light in most areas, with heavier use occurring in specific places close to urban areas such as John Day and Canyon City. Other recreational activities would increase at the present rate. Visitor use reductions would tend to balance increases in visitor use in activities beneficially impacted. Areawide projected use for public lands in the planning area would show approximately 22 percent increase over existing levels for a total of about 44,000 visitor days on public lands by 1997 under all alternatives.

Visual Resources

Certain portions of the planning area may experience slight short term degradation of visual quality under all alternatives. Project specific design features, as well as VRM program procedures and constraints, would minimize landform and vegetative contrast. In the long term, visual quality would improve as programs are implemented.

Cultural Resources

Appropriate measures would be taken to identify and protect cultural sites prior to ground-disturbing activities. No impacts would occur to known cultural sites of significance.

Mineral Resources

Mineral extraction would result in an irreversible or irretrievable loss of mineral resources from their natural place in the environment. The impacts would tend to occur in small, localized areas within the planning area and the loss of mineral resources through sound exploration, extraction and reclamation activities is considered to be a beneficial impact rather than adverse impact.

Economics

In the short term, under the Preferred Alternative, local income would decrease, but local employment would be unchanged. Under the Production Alternative, income would increase, but employment would be unchanged. Both income and employment would decrease under the Enhancement and No Action Alternatives.

In the long term, both income and employment would decrease in the local area under all alternatives.

Comparison of Impacts

This section compares in tabular form (Table 2) the impacts of each alternative. While impacts are described in detail in Chapter 4, Table 2 is presented to assist decisionmakers and reviewers by summarizing the impacts of each alternative.

commercial, industrial and agricultural development or community expansion; opportunities for rights-of-way including multiple-use and single-use utility/transportation corridors, communication sites, roads, landownership exchanges; plus land use authorizations to allow use occupancy and development of public lands.

Land Use Authorizations

The most common land use authorizations are rights-of-way for roads, highways, telephone lines, electric transmission and distribution lines, reservoir sites, pipelines and hydroelectric projects. Another major type of authorization involves lease or patent (title transfer) of sites for Recreation and Public Purposes (R&PP). There are also leases, easements, and patents of lands for Airport Purposes (primarily made under the authorization of the Airport and Airway Improvement Act of 1980).

Utility and/or Transportation Corridors

The following listed major routes have been identified and designated as utility/transportation corridors (widths vary but are a minimum of 2,000 feet):

- U.S. 395 from Burns to Umatilla County line
- U.S. 25 from Dayville to the Wheeler County line
- State Highway 402 from Long Creek to Monument to Kimberly
- State Highway 19 from Kimberly to U.S. Highway 26

Disposal Actions

Land exchanges with state and local governments and private parties occur when these exchanges are considered to be in the public interest.

Recreation

The only developed recreation sites on public land in the RMP area are the Lone Pine and Big Bend campgrounds. Due to lack of funding, these sites are no longer maintained by the Bureau. Numerous primitive sites are scattered throughout the area and offer opportunities for camping and picnicking.

A number of areas offer opportunities for scenic, geologic, botanic, zoologic, archaeologic, historic and/or cultural sightseeing use. Examples of high quality sightseeing opportunities on public lands include the North Fork of the John Day River above Monument, the South Fork of the John Day River below Dayville, the main stem of the John Day River between Picture Gorge and Kimberly and the Silvies Valley.

Hunting is a major recreational activity and opportunities exist for hunting big game, upland game, waterfowl and other species. Deer and elk hunting is scattered throughout the area with the majority of these activities taking place on land administered by the Forest Service. Most of the antelope hunting occurs in Bear Valley, the foothills between John Day and Dayville, and in the Murderer's Creek area.

There are excellent populations of valley quail throughout the main John Day Valley but most of the hunting is on private land. Chukar hunting is as popular as quail hunting and Bureau administered lands receive the majority of the use for this activity. The best areas for chukar hunting are Murderer's Creek and the rocky hillsides below Dayville. Some chukar hunting also occurs between Monument and Kimberly along the North Fork of the John Day River and its tributaries.

One stream, the North Fork of the John Day River, is suitable for rafting. The season is short, usually May through mid-June, so the quantity of the activity is limited. The area of use is between Dale and Monument, with some people also rafting the quiet stretch between Monument and Kimberly. The high quality scenery of the upper portion with its high bluffs, foothills, and scattered stands of ponderosa pine enhances the floatboating activity. This stretch has been listed in the Nationwide Rivers Inventory completed by the Heritage Conservation and Recreation Service (now part of the National Park Service) in 1982. It has the potential for eligibility as a scenic river area under the Wild and Scenic Rivers Act's classification criteria.

Fishing opportunities are available on Bureau administered lands for cold and warm water species in streams only. No reservoirs are used for recreational fishing. The major fisheries are the Main Fork, North Fork and South Fork of the John Day River. The John Day River is considered to be one of the last streams in the United States providing angling for "wild" steelhead trout.

Table 3-14 shows the estimated current recreational visitor use for the RMP area. Of the total visitor use in Grant County, about five percent occurs on BLM land.

Table 3-14 Estimated Recreational Visitation

Recreational Activity	1982 Visitation Visitor Days/Year Total Grant Co.*	Public Lands Within the RMP Area
Hunting		
Big Game	249,300	9,800
Small Game	4,000	350
Waterfowl	2,500	150
Upland Game	7,400	3,200
Fishing	27,700	4,200
Camping	203,800	10,200
Other Day Use	229,100	8,300
Total	**723,800**	**36,200**

*Total area day use visitation excludes urban and semi-urban activities not generally associated with lands administered by the BLM.

Visual Resources

Visual resources are the land, water, vegetation, animals and the other features (as described in this chapter) that are visible on public lands and comprise the scenic quality of the area. Visual Resource Management (VRM) objectives have been developed based on an inventory and evaluation of scenic quality, visual sensitivity and distance zone. (See Glossary.) Examples of highly scenic and sensitive areas on public lands include portions of several forks of the John Day River.

VRM classes specify management objectives and allow for differing degrees of modification. Class I provides the highest level of protection for scenic values, and Class IV the lowest level. Public lands in the RMP area are classed as VRM Class II (15 percent), Class III (9 percent) and Class IV (46 percent). Objectives for each VRM class are listed in the Glossary.

VRM inventory data for the John Day RMP area are available in the Burns District Office.

Cultural Resources

Cultural resources are fragile and nonrenewable elements of the environment, which include sites, buildings, structures, objects, or districts that are associated with or representative of people, cultures, or human activities and events; they may be of prehistoric, historic, or contemporary cultural periods.

The Bureau of Land Management is required to identify, evaluate, and protect prehistoric and historic resources on public lands under its jurisdiction; to insure that Bureau initiated or Bureau authorized actions do not inadvertently harm or destroy federal and non-federal cultural resources. These requirements are mandated by Congressional Acts and Executive Orders.

Because of size of the public land base in the John Day RMP Area, approximately (190,800 public acres), a comprehensive survey to identify all historic and prehistoric properties that might be eligible for inclusion in the National Register of Historic Places is impossible. However, the BLM has completed an existing data (Class I) inventory of the area (Toepel et al. 1979), wherein no properties on public land are presently included on the National Register, while two properties appear to meet National Register eligibility criteria. Furthermore, a field sample (Class II) inventory is being conducted this year in the John Day Planning Area.

More information about these inventories can be obtained upon request from the Burns District Office. However, specific site information on archaeological sites is confidential and will not be made available to the general public. The inventories are conducted in accordance with the Programmatic Memorandum of Agreement between BLM and the Advisory Council on Historic Places, dated January 14, 1980.

Archaeology

In the John Day Planning Area approximately 5000+ acres (2.6 percent of public acreage in the area) have been intensively inventoried for archaeological values, on a project specific basis. Forty-six prehistoric and 17 historic sites are documented to be on public lands. Two prehistoric sites are considered eligible for the National Register of Historic Places (NRHP). Seventeen sites (14 prehistoric/3 historic) are potentially eligible for the National Register, while 44 sites (30 prehistoric/14 historic) are probably not eligible.

The potential for encountering additional prehistoric and historic archaeological sites is fairly high throughout the planning area (Toepel et al. 1979). Existing information does not allow reliable estimates to be made regarding the quantity and/or the nature of sites that may be on public domain in the subject area. However, significant sites are likely to occur.

The prehistory of the general region began at least 10,000 years ago, and is characterized by

areas as long as 20 years after abandonment (Matter et al. 1978; Brown and Johnston 1976; Platts et al. 1979).

Impacts to the fish resource from road construction and maintenance would not be expected to be significant under any alternative except the Production Alternative. Under this alternative, moderately adverse impacts could be expected from increased sediment loads.

The Bureau uses various techniques to maintain or improve fish populations. Among these are instream improvements to provide increased spawning and rearing area, provisions for passage over barriers to migration movements and the construction and stocking of freshwater impoundments. The use of some or all of these techniques would beneficially impact fish populations under all alternatives. The Enhancement Alternative would have the greatest benefit followed by the Preferred Alternative. The No Action Alternative would have slightly less benefit due to the construction and stocking of fewer freshwater impoundments. The Production Alternative would have the least beneficial impact to fish populations as no instream improvements would be accomplished under this alternative.

Overall, fish populations would increase under all alternatives. Under the Preferred, No Action and Production Alternatives this increase would be due in its entirety to instream fish habitat improvements and expansion of steelhead and flat water habitat. Under the Enhancement Alternative slight decreases in sediment loads and summer water temperatures, from changes in grazing management, would add to the increase in fish populations.

Impacts on Recreation

Impacts on hunting, fishing and other wildlife-associated recreation would be dependent upon impacts to the species sought (see Impacts to Wildlife, this chapter). In some areas, livestock exclusions and riparian habitat protection would enhance fishing and hunting.

Impacts on general sightseeing are related to the effects on scenic quality (see Impacts on Visual Resources, this chapter). Under the Preferred and Production Alternatives, visual contrasts could cause short-term visitor use reductions due to recreational experience and scenic quality degradation. However, in the long term, sightseeing opportunities and recreational experiences would be enhanced as forage abundance and quality improve.

The primary impact of grazing on recreation is in riparian zones. In some cases, grazing affects the desirability of a site to such an extent that recreationists choose not to participate in an activity. However, in most cases, recreation use and livestock use can coexist on the same site if use by either one is not heavy. Grazing management under the Enhancement Alternative would beneficially affect recreation in riparian areas due to the proposed livestock restricts/exclusions. The Preferred and Production Alternatives would adversely impact recreation opportunities in some riparian areas due to intensified, short-duration livestock use. Under the No Action Alternative, no significant impacts (i.e., changes from the existing situation) would occur. Generally, in nonriparian allotments, moderate changes in livestock use do not adversely affect recreation to any great degree.

Forest management activities have a tendency to shift the recreation opportunities in an area from primitive or semi-primitive types to those that occur in roaded natural settings. The greater the amount of forest management activity in an area, the greater the amount of displacement. Hunting generally increases with increased road access, as do driving for pleasure, ORV use, woodgathering, and other activities using motorized vehicles. Motorized trail riding and most nonmotorized activities are reduced or completely displaced. Three alternatives would cause the greatest displacement (shift) in recreation use patterns and the Enhancement Alternative, the least shift. Between the Preferred, Production and No Action Alternatives, the displacement would not be substantially different.

Mining affects nonmotorized forms of recreation such as horseback riding, hiking, picnicking, fishing, more than motorized recreation.

Range improvement projects which impair access and/or degrade site integrity or recreational experiences would result in site-specific adverse impacts within certain activity areas under the Preferred and Production Alternatives.

Fencing would impede access for some recreationists. The resultant long-term impact would be more an annoyance to recreationists, causing slight localized reductions or relocation of visitor use in some activities (e.g., fishing, hunting, sightseeing). Elsewhere, fencing would stabilize streambanks and improve fishing. Water developments would attract wildlife and enhance hunting and sightseeing opportunities. Unimproved trails and tracks created during project construction would result in improved access for dispersed recreation. These trails and

tracks may also create adverse impacts to those recreationists who perceive them as degrading natural rangeland conditions. The No Action Alternative would result in the least impacts due to new range improvement construction followed by the Enhancement, the Preferred and Production Alternatives. None of these alternatives would have significant impacts on recreation uses, except fishing.

Anticipated increases in fish populations, due primarily to installation of instream structures, would result in like increases in Angler Days. This recreation parameter would increase about 92 percent, 49 percent, 38 percent and 15 percent under the Enhancement, Preferred, No Action and Production Alternatives, respectively.

Net recreation use would increase as projected under all alternatives. Motorized use would continue to occur randomly throughout most of the resource area. Use would continue to be relatively light in most areas, with heavier use occurring in specific places close to urban areas such as John Day and Canyon City. Other recreational activities would increase at the present rate. Visitor use reductions would tend to balance increases in visitor use in activities beneficially impacted.

Areawide use for public lands in the John Day RMP Area would show about a 22 percent increase over existing levels (see Table 3-14 in Chapter 3) for a total of about 44,000 visitor days on Bureau administered lands in 1997 under all alternatives. Displacement or shifts in recreation use patterns would be the greatest under the Production Alternative and would be less significant under the Enhancement, Preferred and No Action Alternatives respectively.

Impacts on Visual Resources

Under all alternatives, no significant impacts to visual resources are expected. Under the Preferred and Production Alternatives, rotation grazing systems have the potential to create contrast between grazed and rested pastures in some localized areas. Some improvements and vegetative manipulation projects would add visually acceptable variety in an otherwise monotonous landscape. Certain portions of the John Day RMP Area may experience slight degradation of visual quality. Range improvements for livestock which have the potential to create visual impacts would be the most numerous under the Production Alternative followed by the Preferred, No Action and Enhancement (see Table 4-6). Project design features, as well as VRM program procedures and constraints, would minimize landform and vegetative contrast. In the long term, visual quality would improve as range condition improves.

Each type of range improvement was examined to determine the degree of contrast it would create within the typical landscape of the RMP area. Deviations from the characteristic landscape (see Glossary) vary in degree of contrast. No adverse impacts would occur in VRM Class IV areas. Table 4-6 identifies the range improvements under all alternatives which have the potential to exceed the visual impact consistent with VRM Class II and III lands.

Impacts on Cultural Resources

In accordance with the National Historic Preservation Act of 1966, as amended, Executive Order 11593 and Bureau policy, appropriate measures will be taken to identify and protect cultural sites prior to ground disturbing activities (see Appendix B, Standard Operating Procedures and design features for range improvements). Although some of the activities involved in implementation of the various management programs could affect cultural resource values, no adverse impacts are expected to occur to known cultural sites of significance.

Impacts on Mineral Resources

Impacts on mineral resources, resulting from shallow surface disturbances such as reservoir or road construction activities would be insignificant. None of the alternatives involve any new withdrawals of lands from uses authorized under the mining and mineral leasing laws; therefore, impacts under all alternatives would be insignificant. However, environmental analysis of individual mineral proposals will likely identify special operating stipulations for some mineral developments.

Impacts on Economic Conditions

The economic impacts are expressed in terms of the effects on dependence on public forage, ranch property values, and local income and employment from grazing, timber, fisheries and the construction of range improvements. As stated in the affected environment section, only the 12 permittees and 14 allotments in the I category are included in this analysis.

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management

Burns District Office — August 1985

John Day Resource Management Plan

Record of Decision

Rangeland Program Summary (RPS)

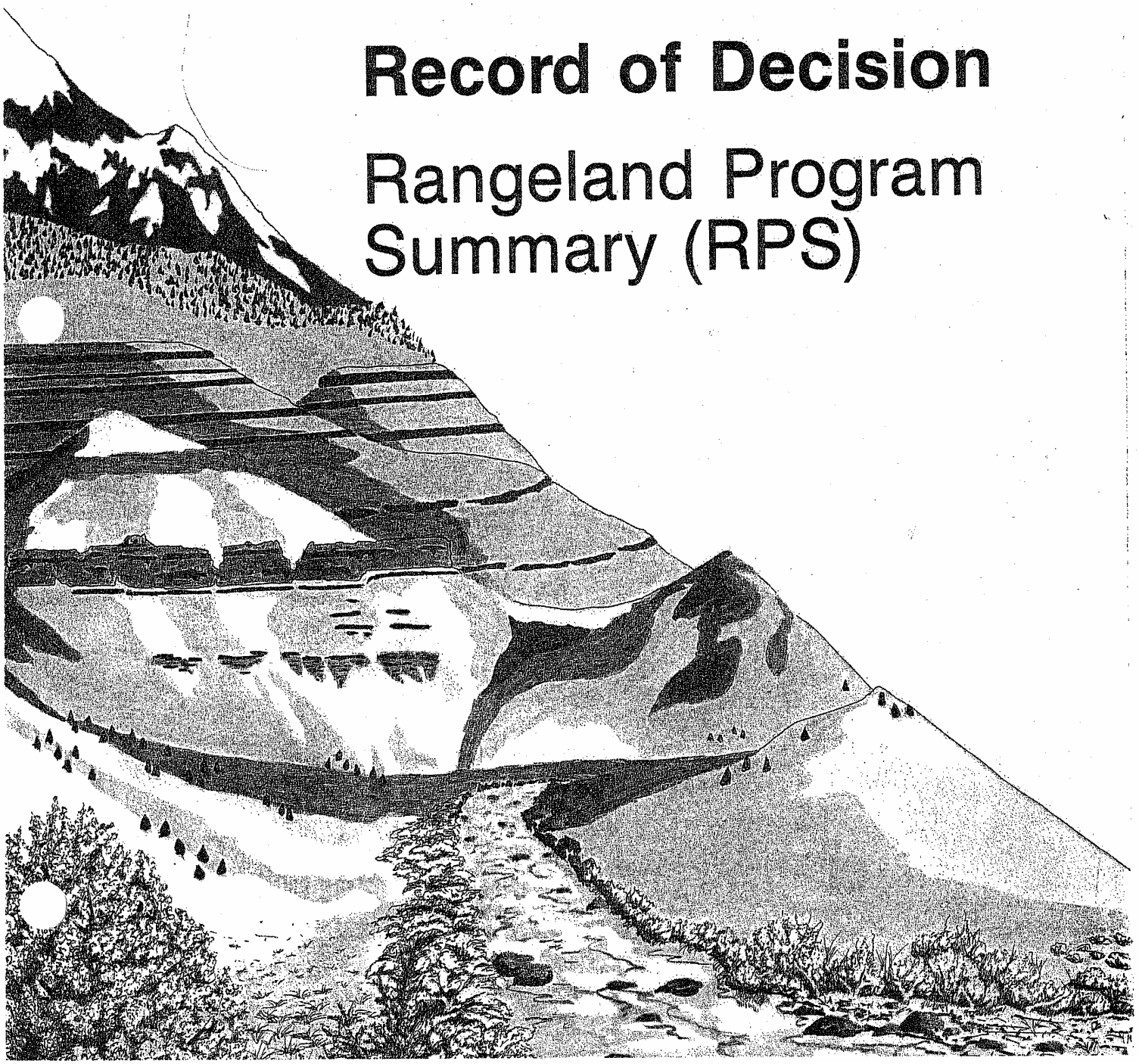


Table 1 Comparison of Alternatives: Summary of Allocations/Outputs

Issue	Unit of Measure	Alt. A Preferred	Alt. B Production	Alt. C. Enhancement	Alt. D No Action
Forest Management, Timber Production Base[1]					
-Full Timber Production	Acres	30,962	31,609	18,867	31,433
-Multiple Use Constrained	Acres	1,280	1,007	4,094	1,105
-Approx. Ave. Annual Timber Sales[2]	MMbf	2.17	2.21	1.32	2.20
Forage Allocation					
-Riparian Habitat Management					
—Improved Riparian Habitat	Miles	28.5	28.5	76.0	28.5
-Short Term					
—Livestock Forage	AUMs	25,323	25,872	21,023	25,323
—New/Revised AMPs/CRMPs	No.	14	14	14	2
—Range Improvement Costs	$	431,220	470,000	183,000	91,000
—Big Game Forage[3]	AUMs	500	500	500	500
—Wild Horse Forage[3]	AUMs	240	0	5,301	240
—Bighorn Sheep	AUMs	192	192	192	96
—New/Revised Activity Plans (Wildlife, Wild Horses, Forestry)	No.	11	11	11	3
-Long Term					
—Livestock Forage[4]	AUMs	25,734	27,381	21,023	23,323
—Big Game Forage	AUMs	500	500	500	500
—Wild Horses	AUMs	240	0	5,301	240
—Bighorn Sheep	AUMs	360	360	360	360
Land Ownership Adjustments					
-By Sale	Public Acres	5,240	21,014	0	36,779
-By Sale, Exchange or Transfer[5]	Public Acres	16,000	16,000	0	0
Off Road Vehicle Use Designations					
-Open	Acres	121,945	121,945	121,945	121,945
-Restricted	Acres	49,652	49,652	49,652	49,652
-Closed[6]	Acres	10,523	10,523	10,523	10,523
Mineral Management[7]					
-Open to Leasing	Acres	344,832	344,832	344,832	344,832
-Restricted Leasing	Acres	10,523	10,523	10,523	10,523
-Closed to Leasing	Acres	4,765	4,765	4,765	4,765
-Open to Material Sales	Acres	345,212	345,212	345,212	345,212
-Closed to Material Sales	Acres	14,908	14,908	14,908	14,908
-Open to Location Claims	Acres	360,000	360,000	630,000	360,000
-Closed to Location Claims[8]	Acres	120	120	120	120

[1]This allocation reflects current inventory information and is substantially lower than the pre-RMP situation of 48,818 acres forestland with a planned average annual harvest level of 3.4 MMbf.
[2]Timber sale level is approximate, an accurate harvest yield will not be determined until 1986.
[3]Forage here is specific competitive forage only, and only on Improve category allotments.
[4]Long-term forage increases would occur on Improve category allotments only.
[5]An additional 16,000 acres may be available depending on a case by case analysis of significant big game habitat and forestry considerations.
[6]Wilderness study areas in which ORV use is guided by the Bureau's Interim Management Policy and Guidelines. Areas designated as wilderness through legislation would have ORV use restricted by the specific legislation and/or Bureau Wilderness Management Policy.
[7]The BLM managed subsurface estate in the John Day Planning Unit is 360,120 acres.
[8]Closed to non-metallic mineral location only.

Introduction

This plan contains the decisions on all land use proposals presented in the November, 1985 final environmental impact statement. It describes in general terms the implementation, monitoring, and amendment processes and tells how each resource will be managed, the order in which projects will be managed, the order in which projects will be carried out, and what support will be needed.

This plan does not present information on environmental consequences, rationale, consistency, or effects of the management. This information was previously covered in the draft and final environmental impact statements, which may be obtained by contacting the Burns District Office.

Wilderness study areas within the planning area will be addressed in the BLM Oregon Statewide Wilderness EIS. After the public comments on the draft wilderness EIS have been reviewed a final environmental impact statement will be prepared and a recommendation will be submitted to Congress for action.

The rangeland program summary portion of this document summarizes the livestock grazing management program and grazing decisions reached through this plan and consultation with affected parties. The rangeland program summary describes which selective management category each allotment falls into and gives a proposed schedule for issuance of grazing decisions where stocking rates are known. It also details the studies and actions to be taken to determine proposed stocking rates for those allotments where stocking rates are not known.

Purpose and Need

This plan provides a broad framework for multiple use management on public land. This plan makes land use allocations, sets broad production goals, and protects important resource values.

In addition to meeting the requirements in the Federal Land Policy and Management Act of 1976 for land use planning (43 CFR, Part 1600), this plan satisfies the BLM's policy to (1) respond to the court mandate (Natural Resources Defense Council et al. versus Watt (Civil Action 1983-75)) requiring the BLM to complete a livestock grazing environmental impact statement; and (2) identify public land as open, closed, or limited for off-road vehicle use (Executive Order 11989). It also will be used to calculate, in part, a sustained yield harvest level of forest products from BLM managed commercial forestlands in eastern Oregon.

Description of the Planning Area

The John Day Planning Area (see Maps 1 and 2), which is part of Oregon's Burns District, comprises those public lands within Grant County and a northern portion of Harney County. The planning area is bordered on the north and east by the Vale District and on the west by the Prineville District. Public lands within the John Day Planning Area tend to be scattered and isolated parcels.

Table 1-1 Surface Ownership - Land Ownership - John Day Planning Unit of the Three Rivers Resource Area

	Acres	% of Total
Federal (BLM Administered*)	182,120	6.1
Federal (USFS Administered)	1,671,035	55.5
Federal (Park Service Administered)	6,300	.2
State	27,447	.9
Private	1,120,993	37.3
Total	**3,007,895**	**100.0**

*The Bureau administers an additional 178,000 acres subsurface ownership which does not include U.S. Forest Service lands.

The John Day Resource Management Plan Area (planning area) incorporates the John Day Planning Unit and those forestlands located in the Drewsey (4,143 acres) and Riley (4,442 acres) Planning Units. The RMP/EIS addressed impacts and allocations of those forestlands within the Drewsey and Riley Planning Units. The Drewsey and Riley Planning Units are presently managed through existing planning documents that provide guidance for all resource programs. All management actions pertain to public lands administered by the Three Rivers Resource Area, except where specifically stated otherwise.

Implentation

Decisions in the plan will be implemented over a period of years and must be tied to the BLM budgeting process. Therefore, priorities have been established for each resource to guide the order of implementation. The priorities link the planned actions in the resource management plan with the budget process. Priorities for each program will be reviewed annually to help develop the annual work plan commitments for the coming year. The priorities may be revised based upon new

Cadastral Survey and Engineering Programs

Cadastral surveys and engineering activities will continue to be conducted in support of resource management programs. The road maintenance program will continue. Existing approved contracts will not be affected by the RMP.

Realty Program

All existing corridors will be designated without further review. Corridor widths vary depending on the number of parallel facilities, but are a minimum of 2,000 feet. Applicants will be encouraged to locate new facilities within existing corridors to the extent possible. In addition the following areas have been identified as areas to be avoided when locating facilities or corridor routes:

1. South Fork of the John Day River Canyon, from Deer Creek to the junction of the South Fork Road with Grant Co. Road No. 42;
2. BLM lands providing bighorn sheep habitat in the vicinity of Aldrich Mountain as shown on Map 5;
3. BLM lands within the Murderers Creek Cooperative Wildlife Management Area.

Proposed corridors and applications for local rights-of-way and for use of the public lands through land use permits, leases, and cooperative agreements will continue to be considered individually. Recommendations made and actions approved will be consistent with the objectives of the RMP.

The withdrawal review program will continue to ensure that such withdrawals are still needed and consistent with present management. Revocation of existing withdrawals would be consistent with this RMP if the withdrawal review process determines they are no longer needed. Their revocation and opening to applicable public land laws would be consistent with the plan. No additional BLM withdrawals are proposed.

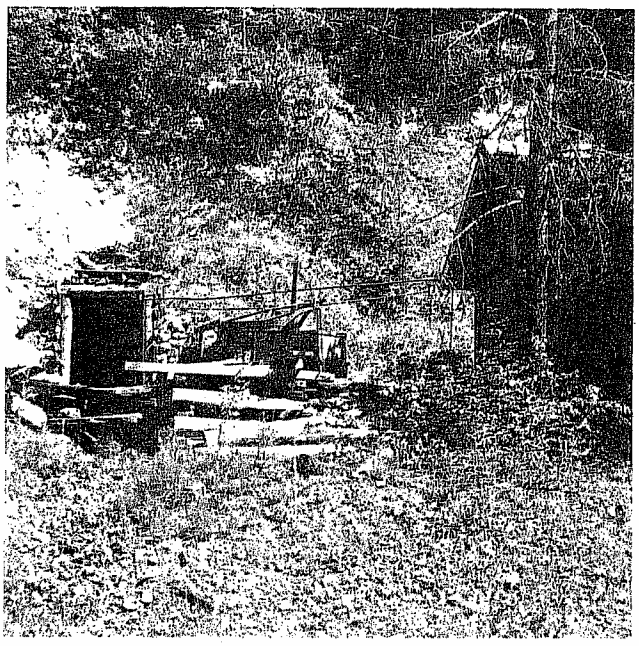
Recreation Management

Recreational and visual resources will be evaluated as a part of activity and project planning. Dispersed recreational activities will continue commensurate with demand. Developed recreation sites where low public use levels and/or deteriorated facility conditions do not justify the expenditure of additional maintenance funds will be closed or maintenance transferred to other entities.

This plan designates 121,945 acres as open for off-road vehicle use. Another 49,692 acres are identified for seasonal closures to enhance wildlife habitat in the cooperative road management areas (i.e. big game hunting seasons). The remaining 10,523 acres are subject to the BLM Interim Management Policy and Guidelines for Lands Under Wilderness Review.

Wilderness Study Areas

The wilderness study areas will continue to be managed following the guidance of the Bureau's Interim Management Policy for Lands Under Wilderness Review. This policy will be in effect until an area is released from interim management. If an area is designated wilderness it will be managed under the guidelines of BLM's Wilderness Management Policy.



Attachment B:
Off-Highway Vehicle Classification

801.190 "Class I all-terrain vehicle." "Class I all-terrain vehicle" means a motorized, off-highway recreational vehicle 50 inches or less in width with a dry weight of 800 pounds or less that travels on three or more low pressure tires, has a saddle or seat for the operator and is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain. [1985 c.459 §2; 1995 c.775 §9; 1997 c.228 §1]

801.193 "Class II all-terrain vehicle." "Class II all-terrain vehicle" means any motor vehicle that:

(1) Weighs more than a Class I all-terrain vehicle and less than 8,000 pounds;

(2) Is designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland or other natural terrain; and

(3) Is actually being operated off a highway. [1987 c.587 §2]

801.194 "Class III all-terrain vehicle." "Class III all-terrain vehicle" means an off-highway motorcycle with a dry weight of 600 pounds or less that travels on two tires. [1989 c.991 §2]

Examples:

Class I ATV: quads or three wheelers
Class II ATV: jeeps, dune buggies, 4x4 vehicles
Class III ATV: motorcycles

Oregon Revised Statutes - 2001 Edition

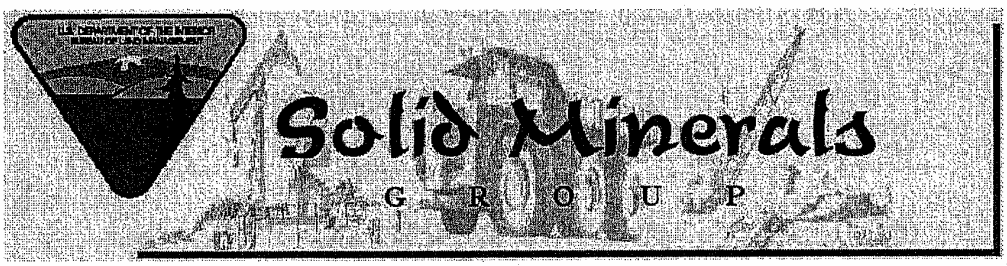
Chapters 750 - 835

- ORS Chapter 815
- ORS Chapter 816
- ORS Chapter 818
- ORS Chapter 819
- ORS Chapter 820
- ORS Chapter 821
- ORS Chapter 822
- ORS Chapter 823
- ORS Chapter 824
- ORS Chapter 825
- ORS Chapter 826
- ORS Chapter 830
- ORS Chapter 835

Search the Oregon Revised Statutes

 Return to The Oregon Legislature Home Page.

Attachment C:
Mining Access Information



Mining Claims and Sites on Federal Lands

The Bureau of Land Management is responsible for the balanced management of the public lands and resources and their various values so that they are considered in a combination that will best serve the needs of the American people. Management is based upon the principles of multiple use and sustained yield--a combination of uses that takes into account the long-term needs of future generations for renewable and nonrenewable resources. These resources include recreation, range, timber, minerals, watershed, fish and wildlife, wilderness, and natural scenic, scientific, and cultural values.

The Federal Land Policy and Management Act of 1976 launched a new era for public land management in America's third century. The Act provides that the public lands remain under the stewardship of the Federal Government, unless disposal is in the national interest, and that their resources be managed under a multiple-use concept that will best meet present and future needs of the American people. This pamphlet concerns one facet of one of these multiple uses: activities under the Mining Law of 1872, as amended.

Introduction

There are three basic types of FEDERAL minerals on Federal lands: locatable, leasable, and salable. These minerals have been defined by Federal laws, regulations, and legal decisions. This pamphlet discusses only locatable minerals.

The major Federal law governing locatable minerals is the Mining Law of 1872 (May 10, 1872), as amended (30 U.S.C. 22-54). This law provides citizens of the United States the opportunity to explore for, discover, and purchase certain valuable mineral deposits on those Federal lands that remain open for that purpose. These minerals include metallic minerals and certain nonmetallic minerals. The law also sets general standards and guidelines for claiming the possessory rights to valuable minerals discovered during exploration. Other provisions provide for the enactment of State laws that are consistent with Federal law. Therefore, most States have enacted laws that prescribe the manner of locating and recording mining claims, tunnel sites, and mill sites on Federal lands within their boundaries.

This pamphlet is a brief introduction to the locatable minerals program on Federal lands. The last section of this booklet provides sources for finding more information on the following topics: (1) geology and mineral resources of a particular area, (2) mining and milling techniques, (3) surface protection and reclamation requirements, and (4) other Federal and State legal requirements.

The Mining Law of 1872, as amended, has five elements: (1) discovery of a valuable mineral deposit, (2) location of mining claims and sites, (3) recordation of mining claims and sites, (4) maintenance (annual work/surface management) of mining claims and sites, and (5) mineral patents. The Mining Law Administration program managed by the Bureau of Land Management (BLM) involves primarily the last three elements: recordation, maintenance (annual work/surface management), and mineral patents. Surface management on National Forest System lands is administered by the Forest Service, Department of Agriculture. The activities associated with the first two elements are carried out by the claimant.

Explanation of Discovery

Locatable Minerals

Locatable minerals include both metallic minerals (gold, silver, lead, etc.) and nonmetallic minerals (fluorspar, asbestos, mica, etc.). It is very difficult to prepare a complete list of locatable minerals because the history of the law has resulted in a definition of minerals that includes economics. Also, certain minerals have been formally excluded from the operation of the law. Starting in 1873, the Department of the Interior began to define locatable minerals as those minerals that make the land more valuable because of their existence, are recognized as a mineral by the standard experts, and are not subject to disposal under some other law. Locatable type minerals on most lands acquired (purchased or received) by the United States and on Indian reservations are leasable. Therefore, it is easier to list minerals that are not locatable because of the complexities listed above.

Since 1955, common varieties of sand, gravel, stone, pumice, pumicite, cinders and ordinary clay are

salable, not locatable. Use of salable minerals requires either a sales contract or a free use permit. Disposals of salable minerals from BLM administered lands are regulated by Title 43, Code of Federal Regulations (CFR), Part 3600. Sales are at the estimated fair market value. A free use permit may be issued to a Government agency or a nonprofit organization. Disposals from National Forest System lands are regulated by Title 36 CFR Subpart C, 228.40. On National Forest System lands, you may need a special use permit from the Forest Service.

Uncommon varieties of salable type minerals may be locatable provided that the deposits meet certain tests created by various judicial and administrative decisions. Federal mineral examiners determine uncommon varieties on a case-by-case basis.

Since 1963, petrified wood has not been locatable under the mining laws. Hobbyists may remove small amounts for noncommercial use free of charge. The Federal Government may sell larger amounts of petrified wood under applicable regulations (see 43 CFR 3620).

Since 1920, the Federal Government has leased fuels and certain other minerals (see 43 CFR 3000-3590). Leasable minerals today include oil and gas, oil shale, geothermal resources, potash, sodium, native asphalt, solid and semisolid bitumen, bituminous rock, phosphate, and coal. In Louisiana and New Mexico, sulphur is leasable.

Discovery of a Valuable Mineral Deposit

Federal statutes do not describe what constitutes a valuable mineral deposit. However, the Government adopted an "economic" definition of locatable minerals that has resulted in a test that makes use of the concept of an economic ore body. Consequently, several judicial and administrative decisions have established the "prudent man rule" of discovery, a Land Decision of the Department of the Interior in 1894, Castle v.Womble, 19 LD 455 (1894), states: "...where minerals have been found and the evidence is of such a character that a person of ordinary prudence would be justified in the further expenditure of his labor and means, with a reasonable prospect of success in developing a valuable mine, the requirements of the statutes have been met."

The Supreme Court approved this definition in Chrisman v. Miller, 197 US 313 (1905). In 1968 the Supreme Court approved a parallel concept, the marketability test, in U.S. v. Coleman, 290 US 602-603 (1968). The marketability test adds to the prudent man rule and considers economics. It requires that the claimant show a reasonable prospect of selling minerals from a claim or a group of claims. Its use by the Department of the Interior since 1933 is based on the Solicitor's opinion in Layman v. Ellis, 52 LD 714 (1929). This decision involved widespread nonmetallic minerals. The Solicitor noted a need for a distinct showing that the mineral could be mined, removed, and marketed at a profit. The Interior Board of Land Appeals ruled in Pacific Coast Molybdenum, 90 ID 352 (1983) that proof of past or present profit is not a requirement; However, a profit must be a reasonable likelihood.

Other Departmental decisions require a discovery on each claim, based on an actual physical exposure of the mineral deposit within the claim boundaries. Jefferson-Montana Copper Mines Co., 41 LD 320 (1912), establishes the full test for a lode claim: (1) a physical exposure of the mineral deposit, (2)evidence that the deposit contains a valuable mineral, and (3) engineering and economic data showing a possible profit. For placer claims, in addition to proof of a discovery of a pay streak, each 10 acres must be shown to be mineral-in-character. Mineral-in character is based on geologic inference and marketability, not necessarily on an actual exposure. It is used to show the extent of the discovery on the claim(s), but cannot be used alone.

Explanation of Location

Mining Claims and Sites

Anyone who is a citizen of the United States or has declared an intention to become a citizen may locate a mining claim. A corporation organized under State laws may also locate a mining claim. The Government considers corporations to have the same standards as a citizen. A claim held by an alien is voidable only by the U.S. Government, not another individual. There is no limit to the number of claims and sites that may be held by a claimant.

A mining claim is a particular parcel of Federal land, valuable for a specific mineral deposit or deposits. It is a parcel for which an individual has asserted a right of possession. The right is restricted to the extraction and development of a mineral deposit. The rights granted by a mining claim are valid against a challenge by the United States and other claimants only after the discovery of a valuable mineral deposit. There are two types of mining claims, lode and placer. There are two other types of mineral entries, mill sites and tunnel sites.

Lode Claims: Deposits subject to lode claims include classic veins or lodes having well-defined boundaries. They also include other rock in-place bearing valuable minerals and may be broad zones of mineralized rock. Examples include quartz or other veins bearing gold or other metallic minerals and large volume, but low-grade disseminated metallic deposits. Lode claims are usually described as parallelograms with the longer side lines parallel to the vein or lode (see Figure 1). Descriptions are by metes and bounds surveys (giving length and direction of each boundary line). Federal statute limits their size to a maximum of 1,500 feet in length along the vein or lode. Their width is a maximum of 600 feet, 300 feet on either side of the centerline of the vein or lode. The end lines of the lode claim must be parallel to qualify for underground extralateral rights. Extralateral rights involve the rights to minerals that extend at depth beyond the vertical boundaries of the claim.

Placer Claims: Mineral deposits subject to placer claims include all those deposits not subject to lode claims. Originally, these included only deposits of unconsolidated materials, such as sand and gravel, containing free gold or other minerals. By Congressional acts and judicial interpretations, many nonmetallic bedded or layered deposits, such as gypsum and high calcium limestone, are also considered placer deposits.

Placer claims, where practicable, are located by legal subdivision (for example: the E NE 1/4 NE 1/4, Section 2, Township 10 South, Range 21 East, Mount Diablo Meridian). The maximum size of a placer claim is 20 acres per locator (see Figure 2). An association of two locators may locate 40 acres, and three may locate 60 acres, etc. The maximum area of an association placer claim is 160 acres for eight or more persons. However, the maximum size of an association placer claim in Alaska is limited to 40 acres under State law.

The maximum size of a placer claim for corporations is 20 acres per claim. Corporations may not locate association placer claims unless they are in association with other private individuals or other corporations as co-locators.

Mill Sites: A mill site must be located on nonmineral land. Its purpose is to either (1) support a lode or placer mining claim operation or (2) support itself independent of any particular claim. A mill site must include the erection of a mill or reduction works and/or may include other uses reasonably incident to the support of a mining operation. Descriptions of mill sites are by metes and bounds surveys or legal subdivision. The maximum size of a mill site is 5 acres.

Tunnel Sites: A tunnel site is where a tunnel is run to develop a vein or lode. It may also be used for the discovery of unknown veins or lodes. To stake a tunnel site, two stakes are placed up to 3,000 feet apart on the line of the proposed tunnel. Recordation is the same as a lode claim. Some States require additional centerline stakes (for example, in Nevada centerline stakes must be placed at 300-foot intervals).

An individual may locate lode claims to cover any or all blind (not known to exist) veins or lodes intersected by the tunnel. The maximum distance these lode claims may exist is 1,500 feet on either side of the centerline of the tunnel. This, in essence, gives the mining claimant the right to prospect an area 3,000 feet wide and 3,000 feet long. Any mining claim located for a blind lode discovered while driving a tunnel relates back in time to the date of the location of the tunnel site.

Federal Lands Open to Mining

There are federally administered lands in 19 States where you may locate a mining claim or site. These States are Alaska, Arizona, Arkansas, California, Colorado, Florida, Idaho, Louisiana, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming. In these States, the BLM manages the surface of public lands and the Forest Service manages the surface of National Forest System lands. The BLM is responsible for the subsurface on both public lands and National Forest System lands.

You may prospect and locate claims and sites on lands open to mineral entry. Claims may not be staked in areas closed to mineral entry by a special act of Congress, regulation, or public land order. These areas are withdrawn from the operation of the mining laws.

Areas withdrawn from location of mining claims include National Parks, National Monuments, Indian reservations, most reclamation projects, military reservations, scientific testing areas, most wildlife protection areas (such as Federal wildlife refuges), and lands withdrawn from mineral entry for other reasons. Lands withdrawn for power development may be subject to mining location and entry only under certain conditions. Mining claims may not be located on lands that have been (1) designated by Congress as part of the National Wilderness Preservation System, (2) designated as a wild portion of a Wild and Scenic River, or (3) withdrawn by Congress for study as a Wild and Scenic River. There is usually a 1/4-mile buffer zone withdrawn from location of mining claims on either side of a river while the river is being studied for inclusion in the Wild and Scenic Rivers System. Additions to the National Wilderness Preservation System are withdrawn to mining claim location at the time of designation by Congress. Mining activities are permitted only on those mining claims that can show proof of a discovery either (1) by December 31, 1983, or (2) on the date of designation as wilderness by Congress.

Staking a Mining Claim or Site

Federal law simply specifies that claim boundaries must be distinctly and clearly marked to be readily identifiable on the ground. The mining laws allow States to establish their own laws regarding the manner in which mining claims and sites are located. Most States have statutes and regulations adding to the Mining Law of 1872, as amended, concerning the actual staking and recording of mining claims. Staking requirements include the placement, size, and acceptable materials for a corner post or a discovery monument. Check with the proper State agency(s) before locating claims. State agencies may include the State geological survey, the State mineral resource department, or the State lands commission.

Generally, staking a mining claim includes (1) erecting corner posts or monuments and (2) posting a notice of location on a post or monument in a conspicuous place. The conspicuous place on the claim is usually the point of discovery. Several States also require side-line or end-line posts or monuments for claims. Claims and sites described by legal subdivision in some States do not require the erection of corner monuments. However, all claims and sites must have a location (sites) or discovery (claims) monument. Be sure to check what the law requires in the State where the claims and sites are to be located.

For a specific tract of land, check the official land records at the BLM State or District Office responsible for administering the land area. Rather than looking, randomly through the records for lands open to location, it is better to restrict your search to a general area of interest. Topographic map(s) of the area (published by the U.S. Geological Survey) provide the legal description (meridian, township, range, section, lot) of such lands. Visit the local BLM office or the BLM State Office and check maps, the BLM Master Title Plats, mining claim records, and files. Ultimately, it is up to the locator to determine if there are prior existing claims on the ground.

Recording a Mining Claim or Site

Claims and sites must be recorded with both the county and the proper BLM STATE OFFICE. In Alaska, claims may also be recorded with the BLM office in Fairbanks.

County: State laws usually require filing the original location notice or certificate in the county recorder's or the county clerk's office. The proper county is generally the one in which the claim is located. Each State has its own requirement for when a location notice must be filed and recorded. This period is usually within 90 days of staking the claim on the ground. However, some States require earlier filings, such as within 60 days or 30 days. Other States have different timeframes for different types of claims.

Location notices contain the following basic information: (1) the date of location on the ground, (2) the name of the locator(s), (3) the name of the claim or site, (4) the type of claim or site, (5) the acreage claimed, and (6) a description of the parcel on the ground. The description may be either a legal description (by parts of the section, township, range, and meridian) or a metes and bounds survey (connection of corners by distance and direction). For mining claims, metes and bounds surveys are tied to the discovery point. The discovery point should be tied to some well-known, permanent object. Examples of permanent objects include an existing cadastral survey monument, a bench mark, a bridge, a fork of a stream, or a road intersection.

Local printing companies, office supply stores, stationery stores, and BLM offices are possible sources for obtaining location notice and certificate forms.

BLM: The Federal Land Policy and Management Act of 1976 (FLPMA) requires claimants to file a copy of the official record of the notice or certificate of location with the BLM. This includes any amendments (i.e., changes) in claim boundaries and any changes in ownership. FLPMA (Sec. 314) also requires a map of the claim/site boundaries to be filed with the BLM. Other documents filed under State law must also accompany the copy of the official record filed with the BLM. Even if State law does not require recordation, the owner must file proper documents with the BLM. Federal recording regulations, 43 CFR 3833, specify the information required. These requirements may be obtained from BLM State or District Offices. There is a $10 nonrefundable service charge to record each new location. In addition, at the time of recording are due a $25 location fee and a $100 maintenance fee, bringing the entire cost of recording a single claim or site to $135. The BLM considers a claim or site abandoned and void if the claimant fails to record with the BLM within the prescribed period. The timeframe for filing is within 90

days from the date of location or date of change. Use a separate location notice for each claim/site or the claim will be deemed abandoned.

Amendments and Transfers of Interest: Interest in a properly recorded mining claim or site may be transferred in its entirety or in part. Generally, a quitclaim deed or other type of recordable conveyance document (this is governed by State law) is needed for this transfer of interest. An amended location notice is proper to show changes in the description of a claim or site but is notproper for a transfer of ownership. An amended location notice may accompany the quitclaim deed. File transfer and amendment documents with the proper county office and BLM STATE OFFICE. File transfer documents within 60 days after the transfer. The BLM has a $5 nonrefundable service charge to file amendments and transfers of ownership for each claim or site. Failure to file these documents, in the case of any action or contest initiated by the United States, results in no notification and no legal defense against failure to be properly served.

Abandonment or Relinquishment: Upon abandonment of a claim or site or relinquishment to the Federal Government, file a notice with the proper county office and the BLM STATE OFFICE. No particular form is required; a letter is acceptable. Be sure to include the claim or site name and the BLM serial number. There is no charge to file these documents.

THE PROPER BLM STATE OFFICE IS THE ONLY OFFICIAL FILING

OFFICE FOR THE FEDERAL GOVERNMENT,except for the BLM Fairbanks

Support Center in Alaska, which is an acceptable filing office (see Figure 1). See Figure 2 for filing fees.

Figure 1: A List of BLM and Forest Service Offices Where Mining Claim and Site Documents May Be Filed.

BLM	FOREST SERVICE

State Office:

Location Notice

- Amendment or Transfer of Interest
- Notice of Abandonment of Abandonment or Relinquishment
- Affidavit of Assessment Work
- Notice of Intention to Hold
- Petition for Deferment of Assessment Work
- Patent Application

Regional Office:

- None, Recordation and patent documents are only filed with the BLM

Forest Supervisor's Office:

- None, On National Forest lands notice and plans of operations are filed in the Ranger District Office.

District Office:

- Notice of Intent to Operate
- Plan of Operations

Ranger District Office:

- Notice of Intent
- Plan of Operation

Resource Area Office:

- In many States the District Office has delegated acceptance of a notice or plan to the Resource Area Office. Call the District Office to find out where to file notices or plans.

Note: In some states the BLM, the Forest Service and the State may have signed a memorandum of Understanding or a cooperative agreement. The agreement may allow a State agency or a county department to be the lead for approving a plan of operations on Federal lands. The operator would submit a plan of operations to the State or county agency, rather than to the BLM or the Forest Service. Contact the appropriate BLM State Office or Forest Service Regional Office to determine the lead agency in a particular State.

Figure 2: List of Fees for Filing Mining Claim and Site Documents with the BLM
(January 1997)

New Location Notice (per claim/site)	$ 10
Service Charge (recording fee) Location fee	$ 25
Initial Maintenance fee	$100
Notice of Intent to Locate Mining Claims on Stockraising Homestead Act lands	$ 25
Amendments/Transfer of Ownership (per claim/site)	$ 5
Affidavit of Annual Assesment Work (per claim/site)	$ 5
Annual Maintenance Fee	$100
Petition for Deferment of Assesment Work (per Petition)	$ 25
Mineral Patent Application (first claim)	$250
Filing for each additional claim/site in one patent application (per additional claim/site)	$ 50

Maintenance of a Mining Claim Or Site

Since October 5, 1992 (30 U.S.C. 28[f]-[k]) only claimants having a legal interest in 10 or fewer mining claims Nationwide and who also meet certain other requirements, may perform assessment work and file evidence of the assessment as described below. All other claimants must pay an annual maintenance fee of $100 per claim or site to the BLM. All claimants must either pay the required fees or if qualified file for a waiver from payment of fees by each August 31 through and including August, 1998. Failure to file by August 31 requires BLM to declare the claim or site forfeited by operation of law. Mineral patent applicants who have been issued the first half of their mineral entry final certificate are exempt from payment of fees or performance of assessment work. See 43 CFR 3833.1-5 through 3833.1-7 for the terms and conditions of payment of the fees or the obtainment of a waiver from such payment.

Annual Assessment Work

Assessment work is not a requirement for owners of mill or tunnel sites. However, they must file a notice of intention to hold the site(s) with the BLM. For mill sites and tunnel sites, filing with the county is not required unles the specific State laws so require.

Performance of assessment work must be within a certain period referred to as the assessment year. The assessment year begins at noon, September 1. It ends at noon, September 1, of the next year (see 43 CFR 3833.0 5[n]). Performance of assessment work need not occur during the first assessment year of location.

There is no requirement for filing evidence of assessment work or a notice of intention to hold a claim

upon issuance of the first half mineral entry final certificate for a mineral patent. However, these requirements are reinstated upon cancellation of the final certificate by the BLM or upon withdrawal of the application by the claimant.

A notice of intention to hold a claim or site is a letter or notice signed by the claimant(s) or their agent(s). It is used to satisfy a recording requirement in those circumstances were an affidavit of labor cannot be filed, but an annual statement is required under State or Federal law. It should include the BLM serial number assigned to each claim or site and any change in mailing address of the claimant(s). If used to notify the county and the BLM of an approved or pending petition for deferment of annual assessment work, it must include a reference to the decision on file with the BLM (by date granted and serial number) or the pending petition (by date of filing and serial number).

The BLM may grant a temporary deferment of assessment work to owners of ten claims or less under certain conditions (see 43 CFR 3852. 1). These conditions concern denial of legal access to a mining claim or other legal impediments. The claimant must, therefore, initiate actions to gain access. Such a deferment may not exceed one year, but may be renewed for an additional year upon request. There is no particular form for a petition for deferment of assessment work. The petition can be a letter to the BLM signed by at least one of the owners of the claim. It must fully explain the actions taken to initiate access and the legal obstacles preventing access. A copy of the notice to the public recorded with the county must accompany the petition. The petition should include the BLM mining claim serial number(s) and the assessment year to be deferred.

County: Each State has its own deadline for filing an affidavit of assessment work or notice of intent to hold. Most States require filing within 30 to 90 days after the end of the assessment year (September 1). Therefore, it is important to check the State requirements for filing periods in the State in which the claim(s) is located.

BLM: Claimants must file with the BLM an identical copy of any of the above-mentioned documents filed with the county. Even if a State does not have a filing requirement, claimants must still file with the BLM. The deadline for filing with the BLM is December 30 (not December 31) of each calendar year following the calendar year of location. A nonrefundable $5 service charge for each claim and site must accompany the affidavit or notice. A nonrefundable $25 service charge must accompany a petition for deferment of assessment work.

The BLM considers a claim or site abandoned and void if the claimant fails to file these documents within the prescribed period. A determination of abandonment by the BLM voids the claim or site.

THE APPROPRIATE BLM STATE OFFICE IS THE ONLY OFFICIAL FILING

OFFICE FOR THE FEDERAL GOVERNMENT, except for the BLM Fairbanks

Support Center in Alaska, which is an acceptable filing office (see Figure 1). See Figure 2 for filing fees.

Surface Management

Most Federal agencies have regulations to protect the surface resources of the Federal lands during exploration and mining activities. Reclamation of disturbed sites is a requirement after completion of exploration and mining activities. Another requirement is the submission of a notice or a plan of operations before conducting any surface-disturbing activities, except for casual use activities. Also, most State governments have mining and reclamation requirements. To avoid duplication, several States

have entered into cooperative agreements with Federal agencies. Operators should check with Federal and State agencies to determine the proper lead agency before submitting a notice or plan.

Forest Service: Exploration and mining, activities administered by the Forest Service are subject to the regulations of the Secretary of Agriculture in 36 CFR 228(A). These regulations require that anyone whose proposed operation could likely cause "significant disturbance of surface resources" must submit an operating plan. The operating plan should describe the nature of the proposed disturbance and steps to protect surface resources. It must describe steps proposed to reclaim the land after mining,-related activities have stopped. Any proposed structures or occupancy must also be described. The plan must be approved by an authorized Forest Service officer. Miners wishing to prospect or locate claims or sites in National Forests should contact the local District Ranger concerning questions about operating plans.

BLM: Exploration and mining activities on BLM administered land are subject to the regulations of the Secretary of the Interior in 43 CFR 3809 and, for Wilderness Study Areas, 43 CFR 3802. These regulations require an operator to prevent unnecessary or undue degradation of the land. For activities other than casual use, they require the operator to submit either a notice or a plan of operations and a reclamation plan. A plan of operations and a reclamation plan are required where activities involve the surface disturbance of more than 5 acres. Also, Special Category Lands, as defined in 43 CFR 3809.1-4, always require a plan of operations. The plan of operations must include a description of the proposed activities, road access and construction, reclamation measures, timeframes of non-operation, and a sketch or a map of the area to be disturbed, including all access routes. An environmental assessment (EA) or an environmental impact statement (EIS) must be prepared by the BLM or the claimant/operator prior to commencement of any surface-disturbing activities. A plan of operations must be approved by the BLM. Operations at the plan level may not commence until the plan is approved.

Five acres or less of surface disturbance usually requires a notice. The notice must describe the proposed activities, the location on the ground, the start-up date, road access and construction, if any, and reclamation measures. Receipt and review of a notice is not a Federal action; therefore, there is no requirement for the preparation of an EA or EIS. Approval by BLM is not required for a notice.

There is no requirement for notifying the BLM of casual use activities. Casual use activities are those that cause only negligible disturbance of the public lands and resources. For example, activities that do not involve the use of earthmoving equipment or explosives may be considered casual use.

Exploration and mining activities in BLM wilderness study areas (WSA's) are subject to regulations in 43 CFR 3802. The BLM Interim Management Policy and Guidelines for Lands Under Wilderness Review (BLM Handbook 8550-1; November 10, 1987) also gives rules concerning mineral activities in WSA's. The rules require a plan of operations for all activities other than what could be considered casual use (see 43 CFR 3802.1-2). Reclamation is a requirement for all surface-disturbing activities in WSA'S. Where required, reclamation must be completed to the point that mining activities are substantially unnoticeable by the time the Secretary of the Interior makes recommendations for wilderness designation to the President. Therefore, each BLM State Director has set a date for completion of reclamation in WSA's in that State. All recommendations of the Secretary of the Interior to the President on BLM administered lands are to be made on or before October 20, 1991. However, not all States are involved in the wilderness study program.

Reclamation is a requirement following any surface disturbing activity, even if the claim or site is declared abandoned and void by the BLM. It is also required if the claimant relinquishes the claim or site to the Federal Government. The BLM requires a reclamation bond or other financial security prior to approving a plan of operations or allowing operations under a notice to proceed.

Approval of plans of operations are usually at the local level. Therefore, the operator should contact the proper BLM District or Resource Area office for questions concerning plans of operation (see Figure 1).

States: Operators should be aware that many States have their own mining and reclamation laws. Many also have their own environmental laws to regulate air and water pollution and use of hazardous materials. Some States, like California and Alaska, require a permit for use of suction dredges. Similarly, construction activities usually require meeting standards of a county code, as well as State public health and safety standards. Some States have entered into a memorandum of understanding or a cooperative agreement with the BLM and the Forest Service. These agreements reduce the duplication by the operator and Federal and State agencies in enforcing rules. For these reasons, operators should inquire about State and local requirements before trying to mine on public lands and National Forest System lands.

Areas of Special Concern: The Federal Government maintains the right to manage the surface and surface resources on mining claims and sites located under the Mining Law after July 23, 1955, and many claims located before that date (see 30 U.S.C. 612). This includes the use of the area for public recreational purposes that do not interfere with a mining activity.

The public has the right to cross mining claims for recreational and other purposes and to access Federal lands beyond the claim boundaries. For these reasons, claimants may not maintain locked gates across public access routes, unless a full-time attendant is available and the locked gate is approved under a plan of operations. Under a plan of operations, approvals for locked gates may be given for the protection of an operator's equipment and facilities. These approvals usually restrict the operator to a fenced compound surrounding the immediate area of operations.

Claimants should not construct permanent structures or store equipment or mobile structures without prior approval of the authorized Federal official. Intermittent or casual mineral exploration and development do not normally justify the use of such structures. See 43 CFR 3715.

The right of access to a claim across Federal lands does not mean that the mining claimant has a right to cause unnecessary or undue degradation of the resources. Vehicles used for exploration or mining purposes are not permitted in areas that are temporarily or permanently closed to vehicle use. For example, on lands administered by the BLM, in areas designated as closed to off-highway vehicle use, an approved plan of operations is required for new road construction and use of existing roads. The claimant is liable for damages if found responsible for unnecessary loss of or injury to property of the United States.

Issuance of a notice of trespass may occur if an unpatented claim or site is (1) used for a homesite, place of business, or for other purposes not reasonably related to mining or milling activities; (2) used for the mining and sale of leasable minerals or of mineral materials, such as common varieties of sand, gravel, or building stone; or (3) located on lands that for any reason have been withdrawn from location of mining claims after the effective date of withdrawal.

Mining, claims and sites located on lands after the effective date of a withdrawal are null and void. No rights are associated with claims declared null and void by the BLM. However, a claim or site located before a withdrawal is in effect is considered a valid existing right. To have valid existing rights in this situation, a discovery (including an actual physical exposure) must have been made before the date of withdrawal. Individuals who disturb resources after the effective date of withdrawal and who do not have valid existing rights may be considered in trespass and can be held liable for trespass damages. In

addition, trespassers may be fined and sentenced to a term in jail.

Mineral Patents

Note: Since October 1, 1994 the BLM has been prohibited by Act of Congress from accepting any new mineral patent applications. The moratorium is annually renewed through the Interior Appropriations Acts. It is unknown how long this moratorium will continue.

A patented mining claim is one for which the Federal Government has passed its title to the claimant, making it private land. A person may mine and remove minerals from a mining claim without a mineral patent. However, a mineral patent gives the owner exclusive title to the locatable minerals. In most cases, it also gives the owner title to the surface and other resources. Requirements for filing mineral patent applications may be found in 43 CFR 3860 and BLM State Offices. Mineral patents can be issued for lode and placer claims and mill sites, but not for tunnel sites.

Patenting requires the mining claimant to demonstrate the existence of a valuable mineral deposit that satisfies the prudent man and marketability tests (discovery). In addition, the applicant needs to (1) have the claim surveyed (if it is a lode claim, a claim described by metes and bounds, or a claim situated on unsurveyed land) by a mineral surveyor selected from a roster maintained by the BLM State Office; (2) post a "notice of intent to patent" on the claim or site and publish it in a local newspaper for a 60-day period; (3) pay the BLM a nonrefundable $250 application fee (and an additional $50 filing fee for each additional claim/site in the application); (4) show the BLM evidence of a right of title to the claim or site; (5) show the BLM proof of discovery of a valuable mineral deposit; and (6) show the BLM proof that not less than $500 worth of development work or improvements have been made to benefit each claim.

A Federal mineral examiner will examine the application and the claim(s) to verify that a discovery of a valuable mineral has been made. If all the requirements of the mining laws and regulations have been satisfied, the law allows the applicant to purchase the claim(s) or site(s) at the following rates: lode claims at $5 per acre, placer claims at $2.50 per acre, custom mill sites and mill sites associated with lode claims at $5 per acre, and mill sites associated with placer claims at $2.50 per acre.

THE APPROPRIATE BLM STATE OFFICE IS THE ONLY OFFICIAL FILING

OFFICE FOR THE FEDERAL GOVERNMENT,except for the BLM Fairbanks

Support Center in Alaska, which is also an acceptable filing office (see Figure 1). See Figure 2 for filing and patenting fees.

BLM Land and Mineral Records

The Federal Government office with the most complete set of land and mineral records for Federal lands in a particular State is the BLM STATE OFFICE. The BLM State Office is also the only office in which the actual hard copy mining claim records are on file and available for public inspection.

The Forest Service does not keep the official land and mineral records for the National Forests.

Federal land records include land status plats (i.e. Master Title Plats or MTP's), land survey notes, and mineral survey notes and maps. Mining claim records include the actual hard copy files, organized by mining claim serial number and microfiche abstracts avalable in four separate formats. Formats for the

microfiche include a geographic index by legal description, a claim name index, a claimant name index, and a BLM publishes a series of multicolored surface and mineral management maps (except for Alaska). These maps depict the ownership pattern of Federal lands. They may be purchased at most BLM offices.

More Information

Mining Claims, Mining Plans, and Lands Open to Mining

BLM:The BLM as the primary responsibility for administering the laws and regulations regarding the disposal of locatable minerals from all federally administered lands. The BLM's statutory authority is derived from the Mining Law of 1872, as amended (30 U.S.C. 22 et seq.), the original public land authority in 43 U.S.C,.2, 1201 and 1457, and FLPMA (43 U.S.C. 1701 et seq.). These statutes, together with the regulations (43 CFR 3800) and numerous judicial and administrative decisions that have interpreted them, make up the body of the mining law system. The law itself may be examined in most BLM State Offices or in public libraries. For information concerning BLM regulations and public lands open to mining in specific areas, contact the proper BLM State or local office.

Forest Service: For information regarding Federal land within the National Forest System and Forest Service surface management regulations (36 CFR 228[A])contact the appropriate Forest Service Regional or local Ranger District Office. Forest Service Regional Office locations are also listed at the back of this pamphlet.

State: Information on State and local requirements and cooperative agreements between the State, the BLM, and the Forest Service may be obtained at local BLM and Forest Service offices.

Otherwise, contact the appropriate State or local agency.

Geology and Minerals, Topographic Maps, and Mining Technology

U.S. Geological Survey: The Interior Department's Geological Survey (GS) publishes many topographic maps and geologic maps and reports. The central source of information about these maps and related materials is the Earth Science Information Center, Geological Survey, National Center, Reston, Virginia 22092. Maps and reports are available for purchase from the Branch of Distribution, Box 25286, Geological Survey, Federal Center, Denver, Colorado 80225. In addition, GS publications can be obtained over-the-counter at the Earth Science Information Centers in Alaska (2), California (3), Colorado (1), Utah (1), Virginia (1), Washington (1), and Washington, DC (1).

State: Information concerning State mining laws and regulations that supplement the Mining Law of 1872, as amended, plus information concerning the geology and minerals of specific areas in a State, can be obtained from State geologists, State geological surveys, or State mining departments.

BLM-WO-GI-91-002-4130

Revised: April 9, 1997

Attachment D:
Road Counter Information

FIRST READING

Site ID : 9999BLM00000000 Data Starts : 08:00 on 09/27/02
Info 1 : Data Ends : 13:00 on 10/21/02
Info 2 : Adj. Factor : 1.000%

Lane #1 Info :
Lane Mode : Normal Sensor Used : Axle

********** Lane 1 Basic Count Print **********

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
092702F		0	10	11	6	0	0	2	9	0	2	3	2	0	0	2	2									49
092802S		0	0	0	0	0	0	0	0	0	0	2	4	2	5	6	4	2	2	14	2	0	0	0	0	43
092902S		0	0	0	0	0	0	2	2	7	0	0	17	3	7	4	0	4	6	3	2	2	0	0	0	59
093002M		0	0	0	0	0	2	2	0	12	2	2	4	6	9	2	8	19	10	11	0	0	4	6	0	99
Month		0	10	11	6	0	2	6	11	19	4	7	27	11	21	14	14	25	18	28	4	2	4	6	0	250
Percent		0%	4%	4%	2%	0%	1%	2%	4%	8%	2%	3%	11%	4%	8%	6%	6%	10%	7%	11%	2%	1%	2%	2%	0%	
ADT		0	2	2	1	0	0	1	2	4	1	1	6	2	5	3	3	8	6	9	1	0	1	2	0	68

	Sun	Mon	Tue	Wed	Thu	Fri	Sat			
Totals :	59	99	0	0	0	49	43	Mon-Fri:	148	(59%)
# Days :	1	1	0	0	0	0.67	1	ADT:	89	
ADT :	59	99	0	0	0	74	43	Sat-Sun:	102	(41%)
Percent:	24%	40%	0%	0%	0%	20%	17%	ADT:	51	
								Avg Per:	2	

Second Reading

Site ID : 9999BLM00000000
Info 1 :
Info 2 :

Data Starts : 08:00 on 09/27/02
Data Ends : 13:00 on 10/21/02
Adj. Factor : 1.000%

Lane #1 Info :
Lane Mode : Normal

Sensor Used : Axle

********** Lane 1 Basic Count Print **********

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
100102T		0	0	0	0	0	2	2	0	2	2	0	10	0	5	4	2	0	0	0	2	4	3	0	0	38
100202W		0	0	0	0	0	0	12	0	2	2	11	8	6	14	10	11	6	8	16	6	0	0	0	0	112
100302T		0	0	0	0	0	0	8	12	0	5	4	2	10	7	13	2	2	9	8	14	9	6	0	0	111
100402F		0	0	0	0	0	0	9	6	0	13	6	6	4	2	16	0	2	6	13	0	0	0	0	0	83
100502S		0	0	0	0	0	0	4	2	0	5	10	8	0	2	2	5	3	0	2	3	0	2	2	0	50
100602S		0	0	0	0	0	0	0	2	0	0	4	4	2	2	5	9	7	17	6	6	4	2	2	2	74
100702M		5	0	0	0	0	0	6	0	8	2	2	11	7	4	2	9	8	7	4	2	4	4	0	0	85
100802T		0	0	0	0	0	0	0	10	10	2	5	11	6	0	6		4	7	4	0	0	4	0	0	69
100902W		0	0	0	0	0	0	0	0	4	0	2	2	4	0	2	3	4	0	0	0	0	0	0	0	21
101002T		0	0	0	0	0	0	0	6	4	0	3	0	0	3	0	10	4	6	0	2	0	0	2	0	40
101102F		0	0	0	0	0	0	0	0	2	0	5	2	0	0	0	4	0	2	6	2	0	0	2	0	25
101202S		0	0	0	0	0	0	0	0	6	3	0	0	6	0	6	8	4	6	6	4	0	4	2	2	57
101302S		2	3	0	0	0	0	0	2	3	0	0	0	2	0	3	0	4	2	0	2	0	0	0	0	23
101402M		0	0	0	0	0	0	0	0	7	5	2	2	0	4	6	0	2	4	4	0	0	0	0	0	36
101502T		0	0	0	0	0	0	2	2	5	3	0	0	6	2	6	0	0	4	2	2	0	0	0	0	34
101602W		0	0	0	0	0	0	0	4	2	8	4	2	2	6	9	7	5	2	2	0	0	0	0	0	53
101702T		0	0	0	0	0	0	0	2	0	2	4	2	8	0	0	0	4	3	2	0	4	0	0	0	31
101802F		0	0	0	0	0	0	2	0	4	0	2	0	0	2	1	2	4	0	2	0	0	0	0	2	21
101902S		4	0	0	0	0	0	2	0	0	2	2	6	5	2	6	6	12	6	6	0	0	0	0	0	59
102002S		3	2	0	0	2	0	0	2	4	2	0	0	0	12	12	3	4	2	14	0	0	3	0	0	65
102102M		0	0	0	0	0	0	0	0	2	0	4	2	0	0											8
Month		14	5	0	0	2	2	47	50	65	56	70	78	68	67	109	81	79	91	97	45	25	28	10	6	1095
Percent		1%	0%	0%	0%	0%	0%	4%	5%	6%	5%	6%	7%	6%	6%	10%	7%	7%	8%	9%	4%	2%	3%	1%	1%	
ADT		0	0	0	0	0	0	2	2	3	2	3	3	3	3	5	4	3	4	4	2	1	1	0	0	53

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Totals :	162	129	141	186	182	129	166
# Days :	3	2.58	2.96	3	3	3	3
ADT :	54	50	48	62	61	43	55
Percent:	15%	12%	13%	17%	17%	12%	15%

Mon-Fri: 767 (70%)
ADT: 53
Sat-Sun: 328 (30%)
ADT: 55
Avg Per: 2

INTERESTING #15

Site ID : 9999BLM00000000 — Data Starts : 08:00 on 09/27/02
Info 1 : — Data Ends : 13:00 on 10/21/02
Info 2 : — Adj. Factor : 1.000%

Lane #1 Info :
Lane Mode : Normal — Sensor Used : Axle

GRAND TOTALS

LANE 1 FINAL

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Grand	14	15	11	6	2	4	53	61	84	60	77	105	79	88	123	95	104	109	125	49	27	32	16	6	1345
Percent	1%	1%	1%	0%	0%	0%	4%	5%	6%	4%	6%	8%	6%	7%	9%	7%	8%	8%	9%	4%	2%	2%	1%	0%	
ADT	0	0	0	0	0	0	2	2	3	2	3	4	3	3	5	4	4	4	5	2	1	1	0	0	56

	Sun	Mon	Tue	Wed	Thu	Fri	Sat			
Totals :	221	228	141	186	182	178	209	Mon-Fri:	915	(68%)
# Days :	4	3.58	2.96	3	3	3.67	4	ADT:	56	
ADT :	55	64	48	62	61	49	52	Sat-Sun:	430	(32%)
Percent:	16%	17%	10%	14%	14%	13%	16%	ADT:	54	
								Avg Per:	2	

Attachment E:
Millican Trail System Map

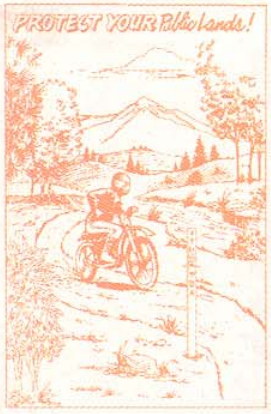
Millican Valley Interim OHV Trail System Map 2002

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

OREGON ATV
FUNDS AT WORK

Prineville District
Bureau of Land Management

This map has been printed through a grant from the State of Oregon ATV Fund.



WELCOME!

to the

Millican Valley OHV Trail System

The Millican Off-Highway Vehicle (OHV) trail system has approximately 255 miles of designated Class I, II and III OHV trails and routes managed by the Prineville BLM. Elevations range from 3520 feet in the Millican Plateau, 4210 feet in South Millican and 4591 feet in North Millican. This interim OHV trail system map may change after BLM completes a land use plan/EIS.

OHV Riding Opportunities: Existing designated OHV trails and routes are signed to indicate a range of difficulty from easiest to most difficult for Class I/II/III use. The Millican Plateau is open year-round to Class I/II/III OHV use. This area contains 74 miles of Class I/III trail and 37 miles of Class I/II/III routes. North and South Millican areas are open seasonally to OHV use. North Millican has approximately 78 miles of Class I/III trail and 24 miles of Class I/II/III routes. South Millican has approximately 11 miles of Class I/III trail and 32 miles of Class I/II/III routes.

Location: Approximately 23 miles east of Bend, Oregon, north & south of US Highway 20.

Season of Use: Millican Plateau is open year round for OHV use on designated routes. North Millican is closed to motorized vehicles Dec. 1 through Apr. 30. Street legal vehicles are allowed on some routes year round. (see facing map) South Millican is closed to motorized vehicles Dec. 1 through Jul. 31. Street legal vehicles are allowed on some routes year round (see facing map)

OHV Play Areas: The ODOT Pit and Reservoir Road areas are open year-round for Class I/III use. The Cinder Pit is open seasonally for Class I/II/III use from May 1st through November 30th.

Trail Sharing: Designated OHV trails and routes are also open to horse, mountain bike and other recreational uses, so please watch for others and ride "sharefully".

Private Lands: Trails, routes, and power line maintenance roads located on private lands are closed to OHV use. Please respect private property; limit riding to designated OHV routes.

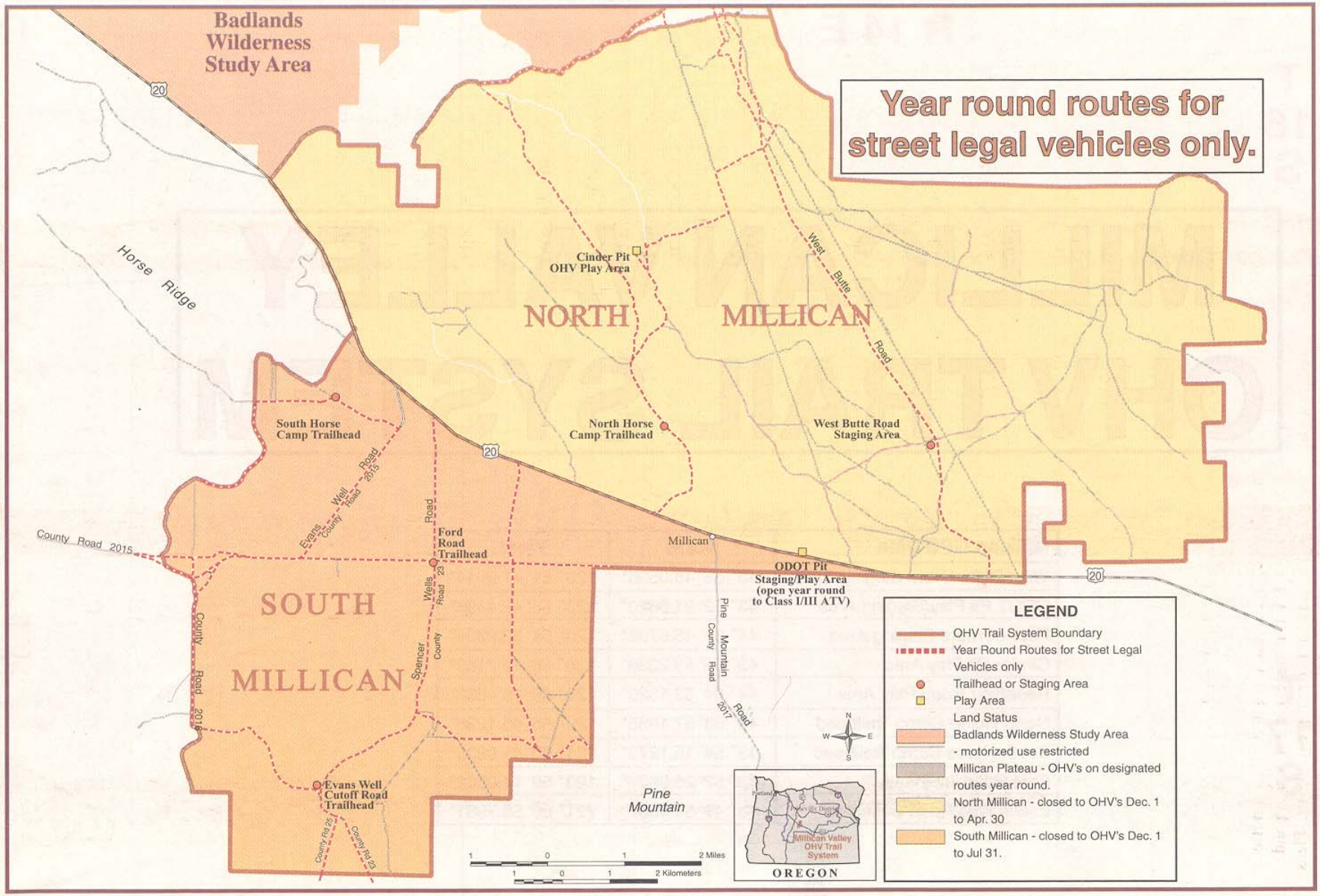
The Central Oregon Shooting Sports Association shooting range, is a designated shooting area on BLM public land. No OHV use is allowed in this fenced area for safety purposes.

Livestock Gates: Please leave gates as you find them. This area is grazed by livestock who depend on water to survive. Closing a gate that should be open may eliminate livestock access to water. Leaving a closed gate open results in unnecessary work for ranchers herding livestock.

Firewood Cutting: Firewood cutting for camp use is allowed within the Millican OHV Trail System.

Pack it in; Pack it out: There is no trash collection so PLEASE pack out all your trash.

The Bureau of Land Management, and the Oregon ATV Committee are cooperating to jointly fund OHV trail development, signing and maintenance for your trail riding and route driving enjoyment. Please protect your right to ride by Treading Lightly.


Badlands Wilderness Study Area
Year round routes for street legal vehicles only.
Horse Ridge
Cinder Pit OHV Play Area
NORTH MILLICAN
West Butte Road
West Butte Road Staging Area
North Horse Camp Trailhead
South Horse Camp Trailhead
Evans Well Road
County Road 2015
Ford Road Trailhead
Millican
ODOT Pit Staging/Play Area (open year round to Class I/III ATV)
SOUTH MILLICAN
Wells Spencer Road
Pine Mountain County Road 2017
Evans Well Cutoff Road Trailhead
Pine Mountain
County Rd 23
20
LEGEND
OHV Trail System Boundary
Year Round Routes for Street Legal Vehicles only
Trailhead or Staging Area
Play Area
Land Status
Badlands Wilderness Study Area - motorized use restricted
Millican Plateau - OHV's on designated routes year round.
North Millican - closed to OHV's Dec. 1 to Apr. 30
South Millican - closed to OHV's Dec. 1 to Jul 31.
Millican Valley OHV Trail System
OREGON
2 Miles
2 Kilometers

Soils, Plants, & Wildlife

Soils: Dry, loose soils in Millican can be easily impacted and displaced. Proper trail alignment, construction and maintenance can minimize these impacts. You can help reduce soil erosion by staying on designated OHV trails and routes, playing in designated OHV play areas and Treading Lightly!

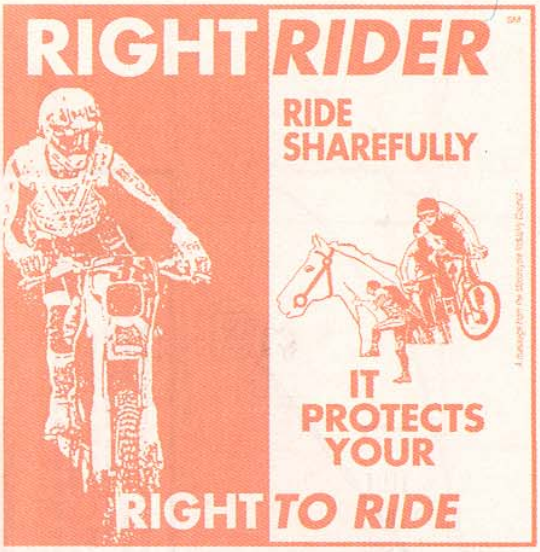
Plants: Plant life on the High Desert is sparse and fragile. Not only do plants dazzle us with delicate beauty, they also help stabilize the soil, provide needed nutrients, retain moisture and provide food and shelter for all forms of wildlife. You can help protect these plants and maintain a healthy ecosystem by staying on designated OHV trails and play areas.

Noxious Weeds: Noxious weeds are plants that are not natural residents of this ecosystem. Some are poisonous, spread rapidly, and can out-compete native plants for light and water. Seeds from noxious weeds can lodge in tires or tight places on your OHV and vehicles and can easily be transported from place to place. The spread of these weeds can be reduced by thoroughly washing your equipment BEFORE leaving home.

Wildlife: There are many forms of wildlife in Millican. Please remember that this is their home seven days and week and that you are a visitor. You can avoid being an intruder by keeping your noise down and staying on designated OHV trails and routes. When you encounter wildlife, slow down, watch and enjoy them, but keep moving. Designated OHV trails and routes in North Millican are closed to OHV use seasonally from December 1st through April 30th to provide an undisturbed area of winter habitat for deer. Designated OHV trails and routes in South Millican are closed from December 1st through July 31st to protect sage grouse habitat and protect sage grouse mating and brood-rearing during the spring and the first part of summer.

Know Before You Go. Call Ahead For Information.

For questions relating to trails, routes, closures, rules, regulations or concerns please contact:
* OHV Hotline - 24 hour recorded OHV information. (541) 383-4010
* BLM District Office: (541) 416-6700. Address: 3050 NE 3rd. St. Prineville, OR. 97754
* COHVOPS Website: www.fs.fed.us/r6/centraloregon/cohvops



Right Rider

Etiquette

**The future of this trail system depends on YOU! Protect your right to ride.
Respect land, the wildlife, and the rights of others.
Ride Responsible.**

✓ **Be legal.** Set an example by complying with all equipment and licensing requirements.

✓ **Educate yourself and your family.** It's your responsibility to know the rules in the area you are riding, but don't forget your children. Are they legal? Do they know the rules? Do you know where your children are riding?

✓ **Use open routes only.** Respect trail, road, and area closures.

✓ **Leave no trace.** Stay off trails when your use will leave ruts and impact the trail tread, such as during very wet or dry conditions. Roosting creates ruts, erodes soil, and increases maintenance. Cutting cookies in the roads annoys other Forest visitors and makes all OHVers look like "hot doggers." Use the designated play areas for "Attitude Adjustment" and high impact riding, not the trails. Pack out at least as much as you pack in.

✓ **Always yield the trail to other users.** Show your respect when meeting others by slowing down or stopping altogether. Use hand signals to indicate the number of riders behind you. All trails are two-way, anticipate the other users may be around the next corner. Even brief inattention can cause disaster for you or others. Excess speed threatens other users.

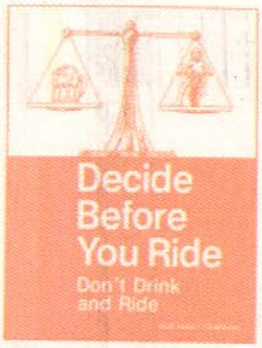
✓ **Never spook horses, cattle, or wildlife.** All animals are startled by an unannounced approach, a sudden movement, or a loud noise. Give animals extra room and time to adjust to you. In passing, follow the direction of horseback riders (ask if uncertain). Do not assume that cattle will move off the trail or continue in their current direction. Approach them very slowly.

✓ **Educate others.** Those who break the rules and don't ride right are threatening YOUR riding opportunities. We need your help. Talk to them and educate them. They will listen to you as a fellow rider.

✓ **Plan ahead.** Know your equipment, your ability, current conditions and prepare accordingly. Be self-sufficient, keep your equipment in good repair, and carry necessary supplies for changes in the weather or other conditions. A well-executed trip is a satisfaction to you and not a burden or offense to others.

Please enjoy your ride and...

TREAD LIGHTLY!
ON PUBLIC AND PRIVATE LAND



Operator Responsibilities

What You Need To Know

What Can I Ride?

Designated signed trails are open to Class I and III ATVs (quads and motorcycles). They are closed to Class II ATVs (jeeps, pickups). Pilots and Odysseys are allowed if they are less than 50" wide. Shared use roads are open to Class I, II and III ATV's.

Where can I ride?

OHV's are only allowed on designated routes and areas. If a route is not signed with a designated OHV trail marker it's closed to OHV use. Riding deer or cow trails, cross-country, or road cutbanks and fillslopes is prohibited. Non-street legal motorcycles and ATVs are only permitted on roads designated as Shared-Use Roads. All other roads are closed.

What are the Registration Requirements?

ATV's must display a current Class I off-road operating permit. All motorcycles, including dual sports, must display a current Class III permit, available at most motorcycle dealers, or at a State Park Office. OHV's from other states are allowed if they have a current ATV sticker from their state. Visitors from other states that do not have ATV programs must purchase an Oregon Non-Resident Off-Road Operating Permit. A list of venders who sell ATV Stickers in Oregon is available at http://atv.prd.state.or.us/permits.php

What are the Equipment Requirements?

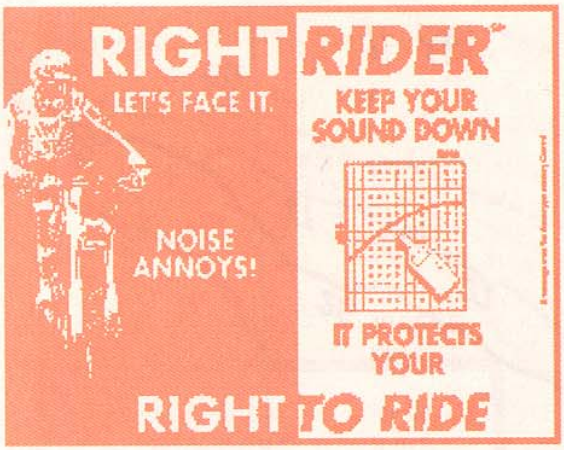
All Class I and III ATV's must be equipped with a Forest Service approved spark arrestor year round. Class II ATV's must be equipped with a muffler in good working order. All OHV's must meet the current DEQ noise standard of 99db or less using the 20" test. Headlights and taillights are required during times of limited visibility. All persons under 18 years of age must wear a helmet.

Do I Need A Special License?

Class I and III over 12 must either have a valid driver's license, a permit or be accompanied by a person 18 years or older with a license or permit. Children under 7 cannot operate Class III vehicles. Class III operators between 7 and 12 must have an operator permit AND be accompanied by a person 18 years or older who has a license or permit. You should carry your license or permit with you when riding.

What Else Do I Need To Know?

It is unlawful to operate an OHV under the influence of drugs or alcohol or in a manner that endangers the safety of others. Riding OHV's always involves risk and no one can guarantee your safety: remember that the final responsibility for your safety is your own.



Open to motorcycles and ATV's less than 50" in width

Open to jeeps, 4wd, dune buggies, and other Class II vehicles

A red slash indicates the use is prohibited. A yellow slash indicates the use is discouraged

Degree of Difficulty: Ratings are assigned to trails and are based on difficulty compared to other trails in the area. A trail signed easiest in this area could be more or most difficult elsewhere. Trail conditions are always subject to change, due to weather and other acts of nature.

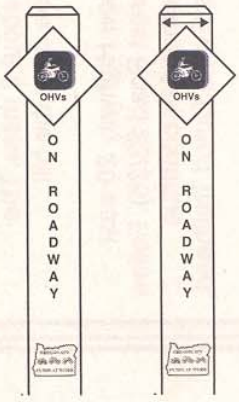
(Black Diamond) Most Difficult

(Blue Square) More Difficult

(Green Circle) Easiest

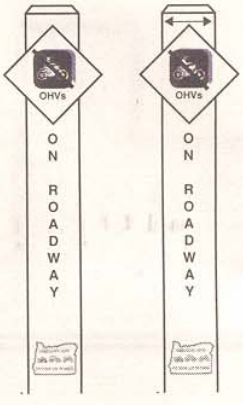
Shared Use Roads

The shared use roads shown on the map are the only roads open for unlicensed (non-street legal) vehicles. All other roads in Millican are closed to Class I, II, and III ATV's.



← **Entering a Shared Use Road**

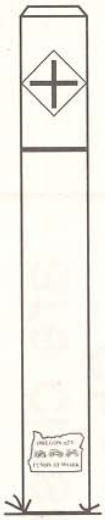
Leaving a Shared Use Road →



Signing

Junction Post

4" x 4" post located at trail junction indicates the trail number, direction arrow, and difficulty level.

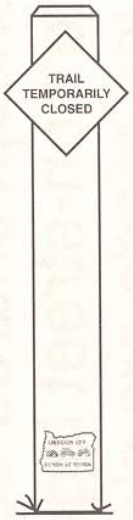


Junction Marker

A black on yellow intersection symbol indicates a trail junction ahead.

Regulatory Sign

Yield signs are located only where trails cross main roads. Crossings are marked with stop signs next to Highway 20.



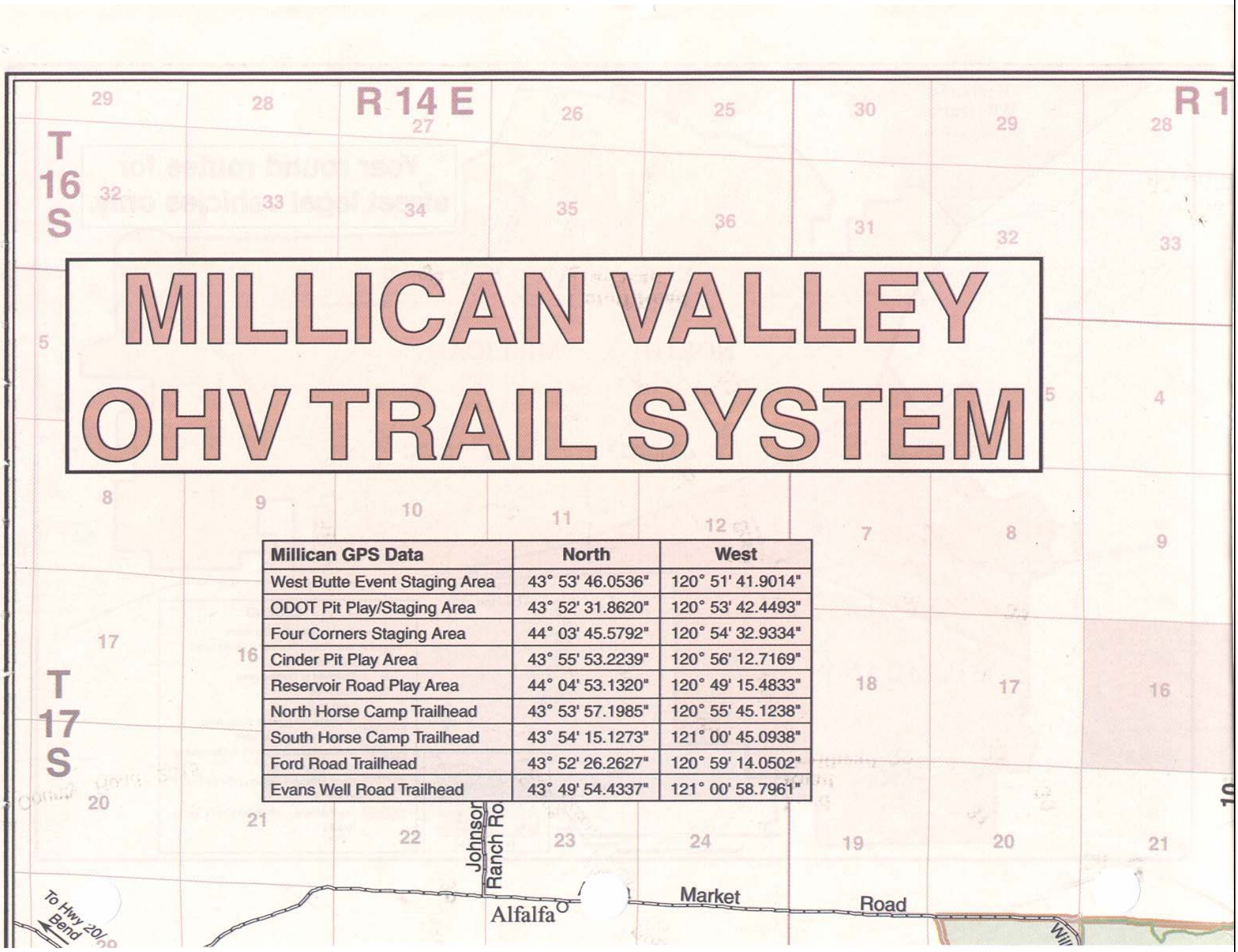
Closure Marker

Orange markers in the middle of the trail indicate closure for rehabilitation, maintenance, or other resource reasons.

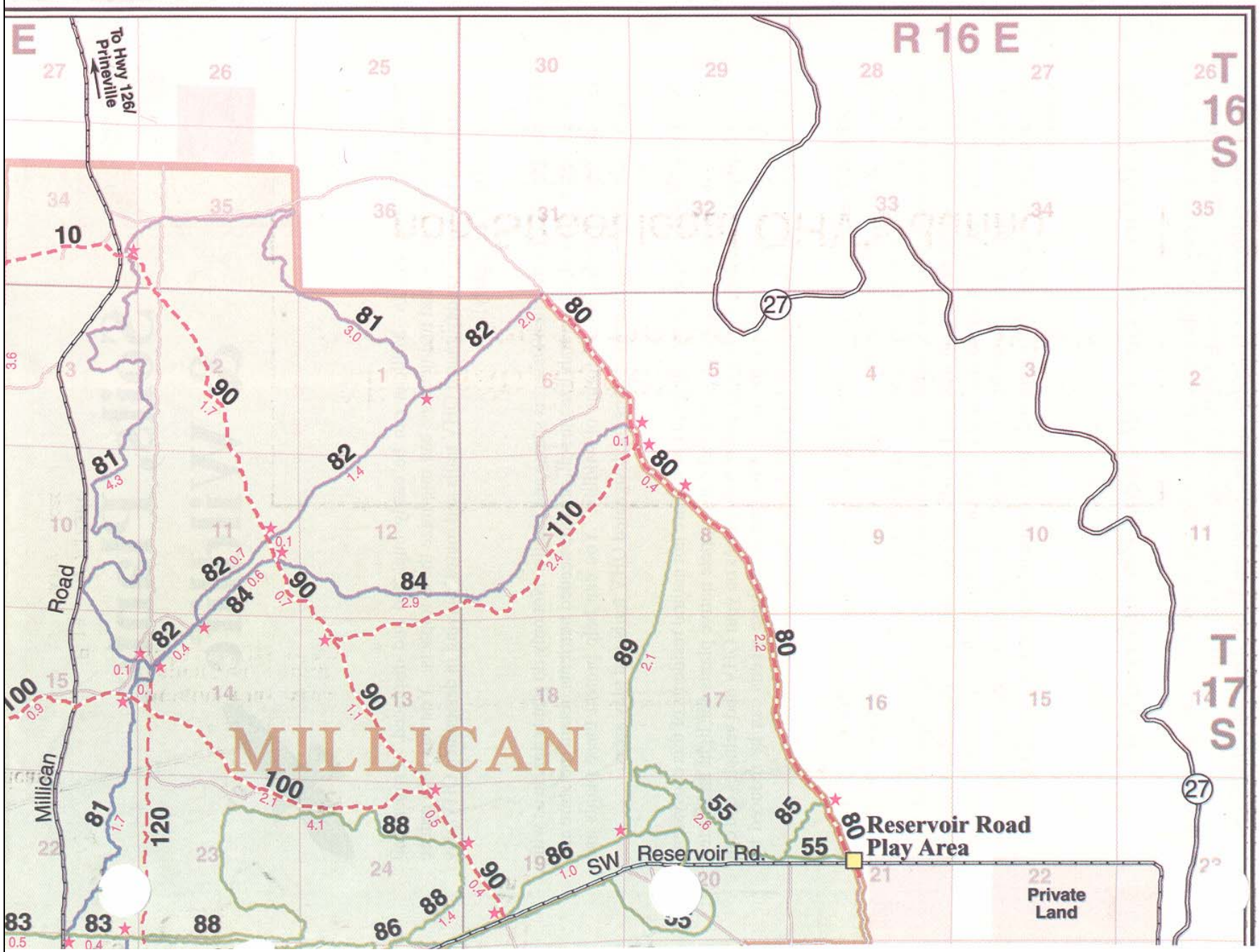
Road or Trail Restrictions

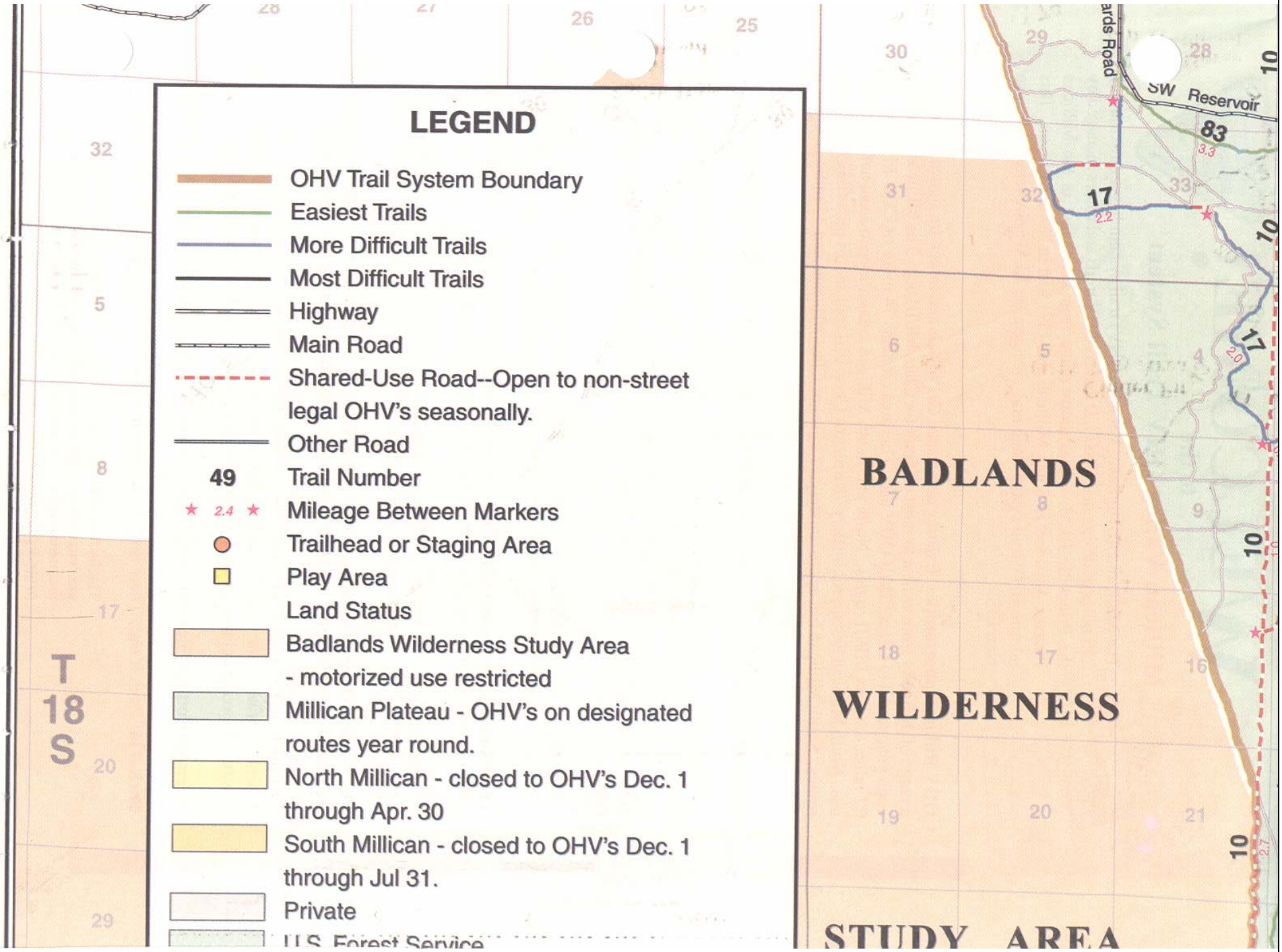
Travel management signs indicate which recreation uses are allowed on a road or trail.

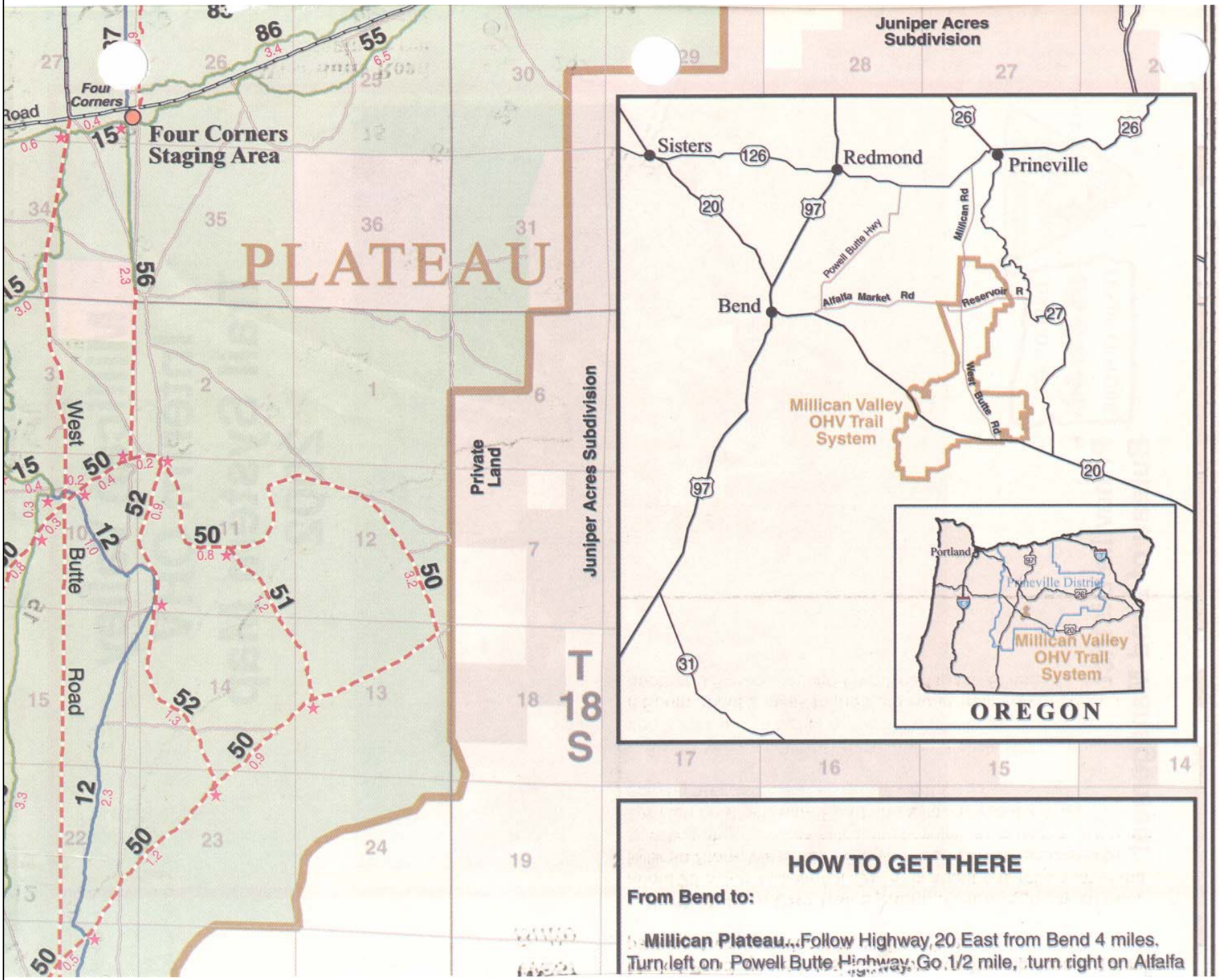
Warning Signs

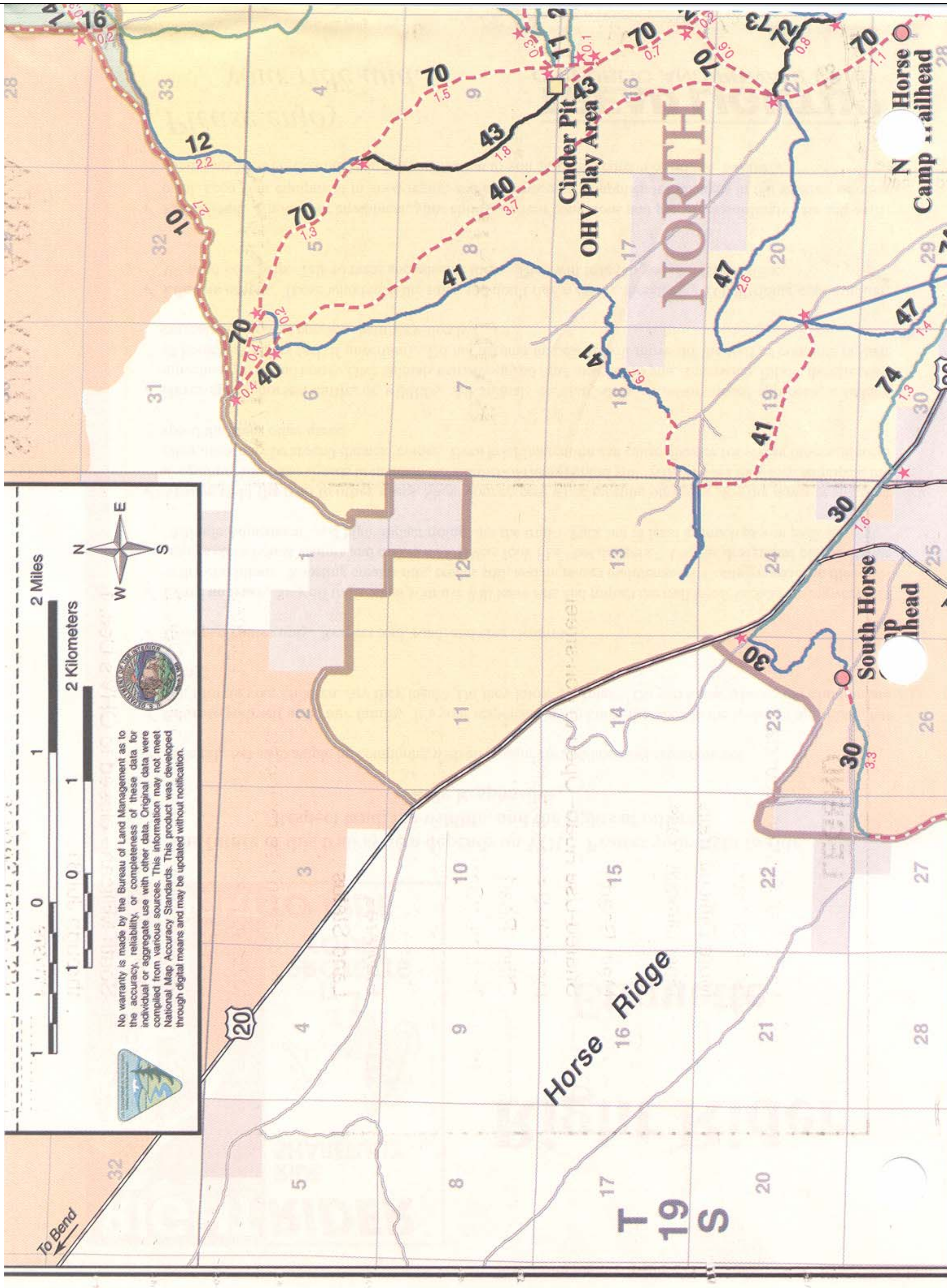


Millican GPS Data	North	West
West Butte Event Staging Area	43° 53' 46.0536"	120° 51' 41.9014"
ODOT Pit Play/Staging Area	43° 52' 31.8620"	120° 53' 42.4493"
Four Corners Staging Area	44° 03' 45.5792"	120° 54' 32.9334"
Cinder Pit Play Area	43° 55' 53.2239"	120° 56' 12.7169"
Reservoir Road Play Area	44° 04' 53.1320"	120° 49' 15.4833"
North Horse Camp Trailhead	43° 53' 57.1985"	120° 55' 45.1238"
South Horse Camp Trailhead	43° 54' 15.1273"	121° 00' 45.0938"
Ford Road Trailhead	43° 52' 26.2627"	120° 59' 14.0502"
Evans Well Road Trailhead	43° 49' 54.4337"	121° 00' 58.7961"

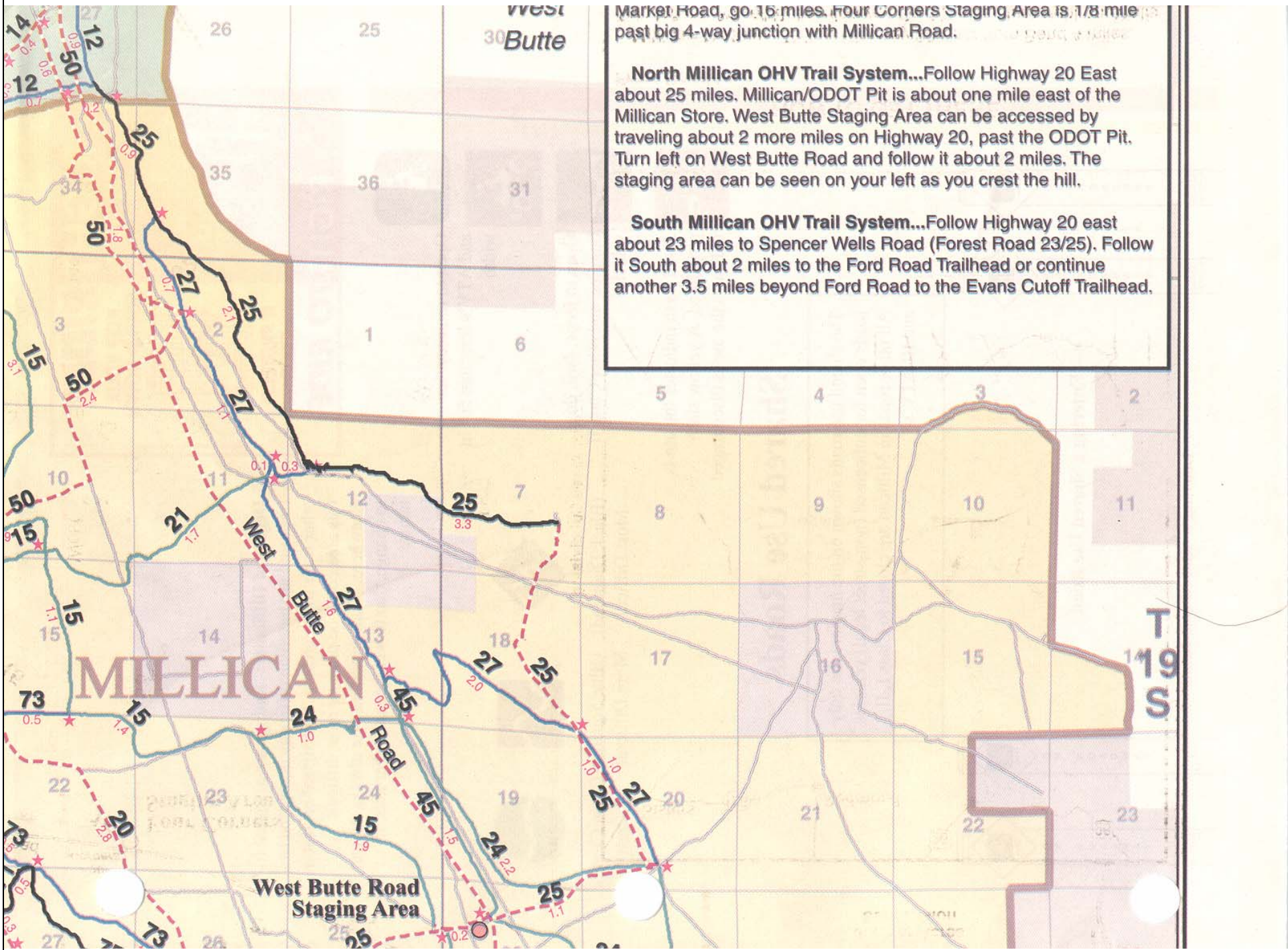

E
To Hwy 126/ Prineville
R 16 E
T 16 S
T 17 S
MILLICAN
Millican Road
SW Reservoir Rd.
Reservoir Road Play Area
Private Land
27

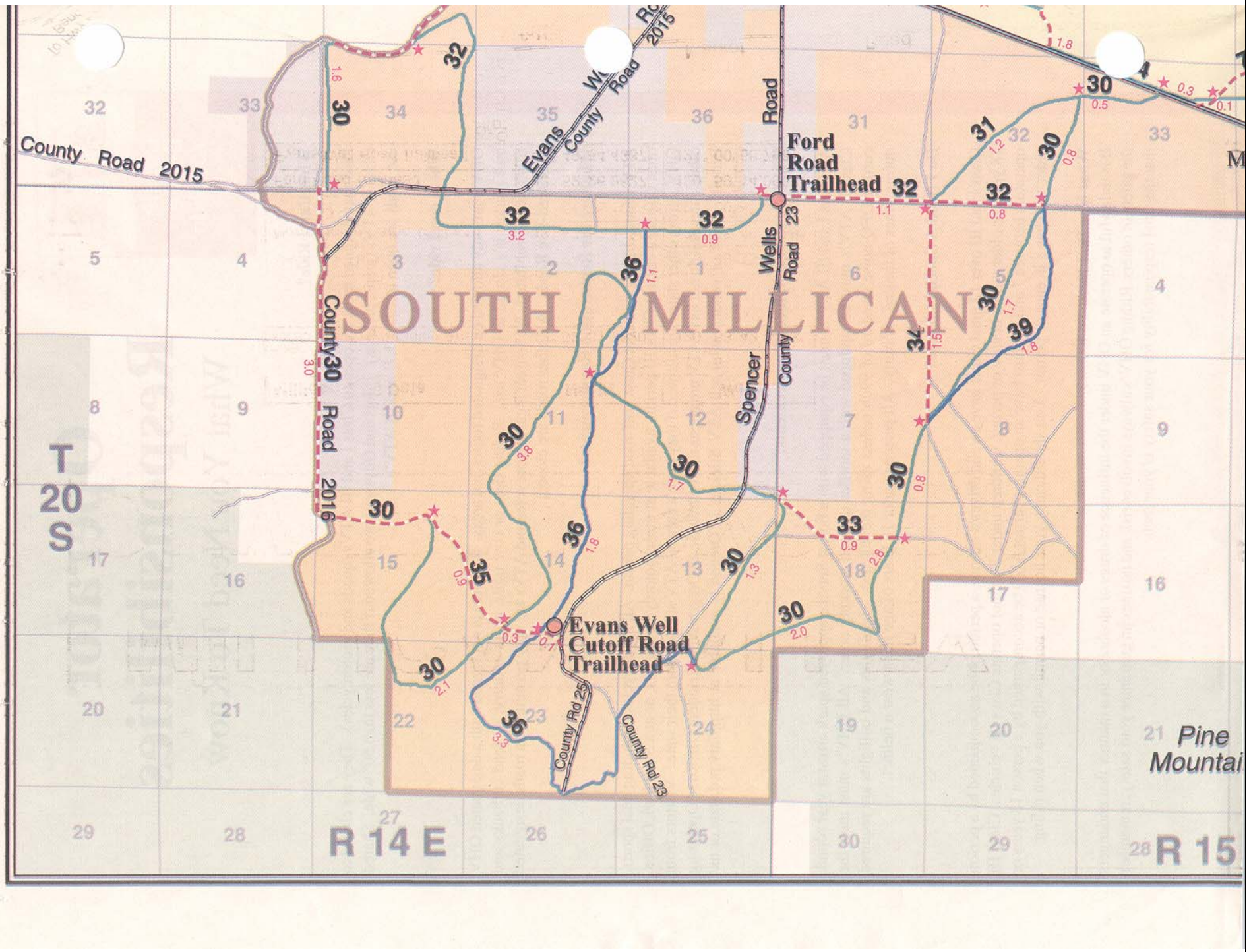

LEGEND
OHV Trail System Boundary
Easiest Trails
More Difficult Trails
Most Difficult Trails
Highway
Main Road
Shared-Use Road--Open to non-street legal OHV's seasonally.
Other Road
49 Trail Number
★ 2.4 ★ Mileage Between Markers
Trailhead or Staging Area
Play Area
Land Status
Badlands Wilderness Study Area - motorized use restricted
Millican Plateau - OHV's on designated routes year round.
North Millican - closed to OHV's Dec. 1 through Apr. 30
South Millican - closed to OHV's Dec. 1 through Jul 31.
Private
U.S. Forest Service
T 18 S
BADLANDS
WILDERNESS
STUDY AREA
SW Reservoir
83
3.3
17
2.2
17
2.0
10

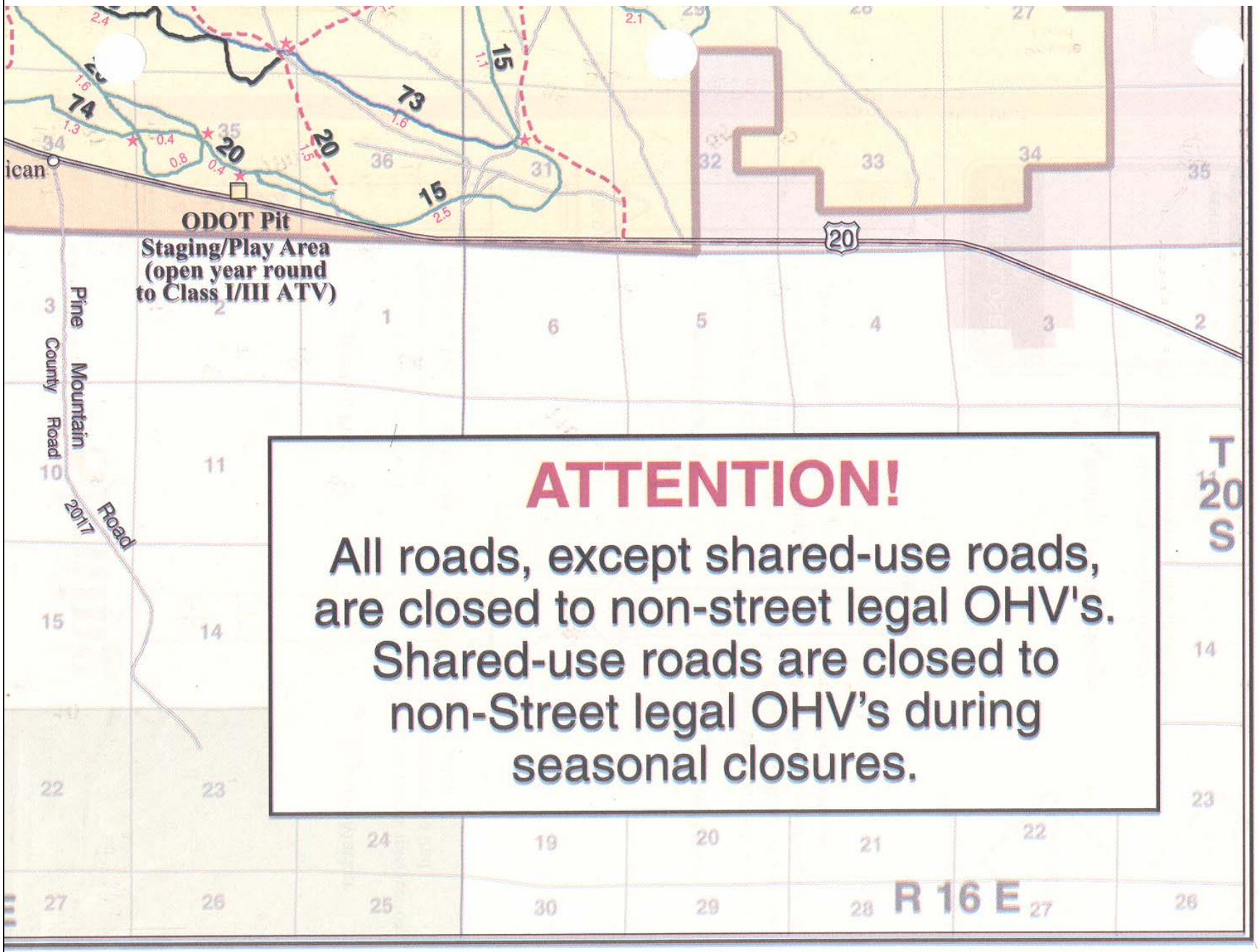

Juniper Acres Subdivision
Four Corners Staging Area
PLATEAU
Private Land
Juniper Acres Subdivision
T 18 S
West Butte Road
Sisters
Redmond
Prineville
Bend
Millican Valley OHV Trail System
Powell Butte Hwy
Millican Rd
Alfalfa Market Rd
Reservoir R
West Butte Rd
Portland
Prineville District
OREGON
HOW TO GET THERE
From Bend to:
Millican Plateau...Follow Highway 20 East from Bend 4 miles. Turn left on Powell Butte Highway. Go 1/2 mile, turn right on Alfalfa



Cinder Pit
OHV Play Area
NORTH
Horse Ridge
To Bend
T 19 S
2 Miles
2 Kilometers
N
E
S
W
No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources. This information may not meet National Map Accuracy Standards. This product was developed through digital means and may be updated without notification.


Market Road, go 16 miles. Four Corners Staging Area is 1/8 mile past big 4-way junction with Millican Road.
North Millican OHV Trail System...Follow Highway 20 East about 25 miles. Millican/ODOT Pit is about one mile east of the Millican Store. West Butte Staging Area can be accessed by traveling about 2 more miles on Highway 20, past the ODOT Pit. Turn left on West Butte Road and follow it about 2 miles. The staging area can be seen on your left as you crest the hill.
South Millican OHV Trail System...Follow Highway 20 east about 23 miles to Spencer Wells Road (Forest Road 23/25). Follow it South about 2 miles to the Ford Road Trailhead or continue another 3.5 miles beyond Ford Road to the Evans Cutoff Trailhead.
West Butte
MILLICAN
West Butte Road
Road
West Butte Road Staging Area
T 19 S


SOUTH MILLICAN
Ford Road Trailhead
Evans Well Cutoff Road Trailhead
County Road 2015
Evans County Road 2015
Wells Road 23
Spencer County
County Road 2016
County Rd 25
County Rd 23
T 20 S
R 14 E
R 15
Pine Mountai

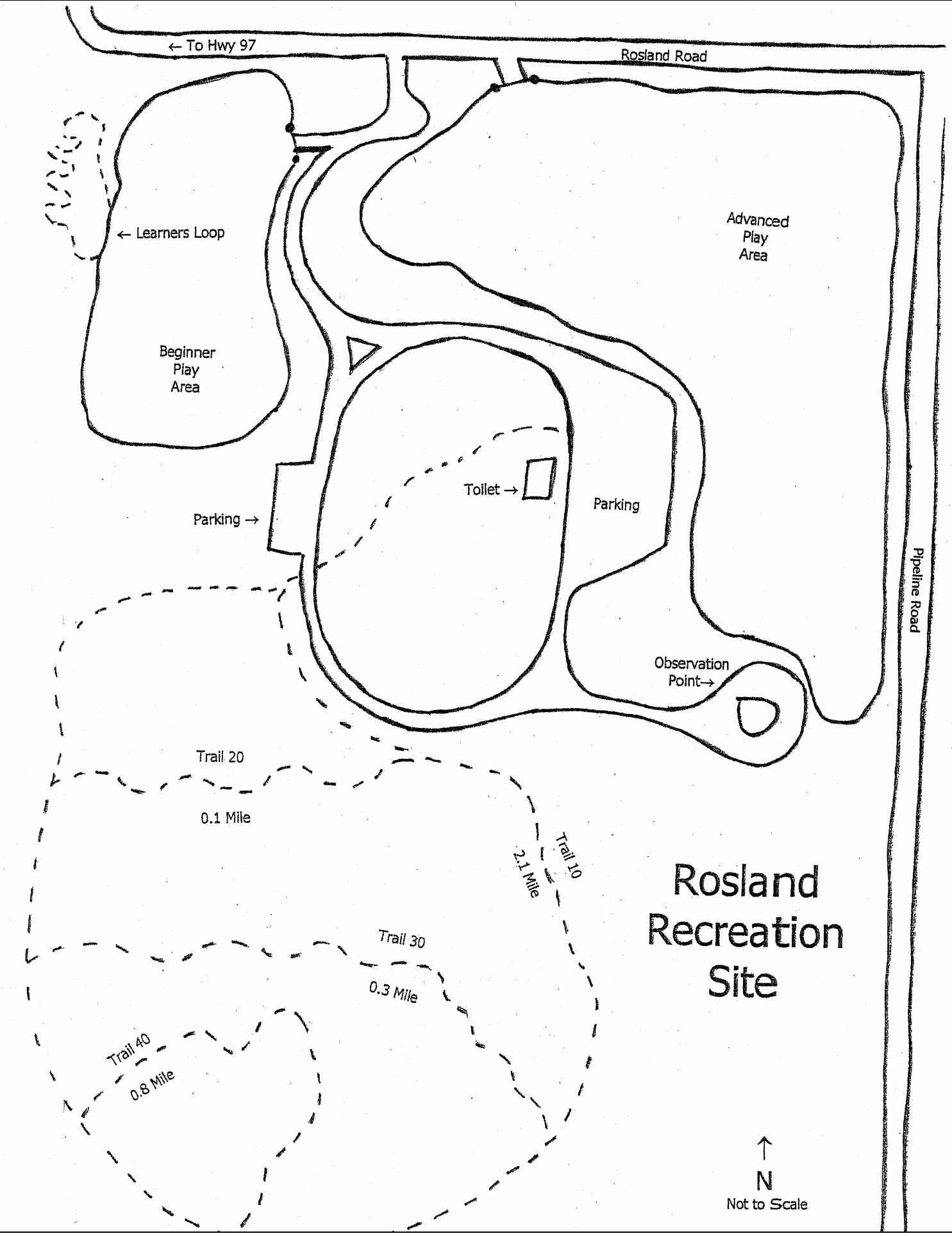

ODOT Pit
Staging/Play Area
(open year round
to Class I/III ATV)
Pine Mountain Road
2017
County Road
20
15
73
74
ATTENTION!
All roads, except shared-use roads, are closed to non-street legal OHV's. Shared-use roads are closed to non-Street legal OHV's during seasonal closures.
T 20 S
R 16 E

Attachment F:
Rosland Recreation Site Photos and Map

Figure 1: View of Advanced Play Area at the Rosland Recreation Site.

Figure 2: Aerial View of the Rosland Recreation Site

Figure 3: Kiosk at the advanced play area parking lot – Rosland Recreation Site.


← To Hwy 97
Rosland Road
← Learners Loop
Advanced
Play
Area
Beginner
Play
Area
Toilet →
Parking →
Parking
Pipeline Road
Observation
Point→
Trail 20
0.1 Mile
Trail 10
2.1 Mile
Trail 30
0.3 Mile
Trail 40
0.8 Mile
Rosland
Recreation
Site
N
Not to Scale

Rosland OHV Recreation Site
Prineville District
Bureau of Land Management

Elevation: 4200'

Riding Season: Open all year unless closed due to snow or extreme fire danger.

Location: From LaPine, go North to Wickiup Junction. Turn East on Rosland Road and proceed about ½ mile.

Description: The Rosland play areas provide opportunities for riders ranging from beginner to advanced. Separated beginner and advanced play areas provide safe opportunities for riders of all ages and experiences. Large mounds and open spaces in the advanced pit allow for jumping and motocross type riding. The beginner play area also has mounds and open spaces but is smaller. There is also access to a learner's loop out of the back side of the beginner play area.

The Rosland Recreation Site also has 3.5 miles of trails classified as easiest. The trails wind through lodge pole pine in sandy soils. The trails are all wide enough to accommodate Class I (quads less than 50") and Class III (motorcycles) ATV's.

The Rosland play areas are open to both quads and motorcycles (Class I and III ATV's). Full size vehicles are not allowed inside the pits or on the trails. You must have a valid ATV sticker and a spark arrestor to ride in the pit and on the trails. For your safety, only riders and spotters are allowed in the pit. Spectators need to remain outside the fenced pits.

Camping is allowed in the parking areas of the Rosland Recreation Site. There is a vault toilet and picnic tables but no water or garbage service. Please PACK IT OUT. Information kiosks are located in front of each pit and maps are available. Campfires are permitted, but please keep them small and don't leave them unattended. Please have water, a shovel and axe with you during summer months. Late in the summer and in the fall, campfires may be prohibited. Signs will be posted if this is the case.

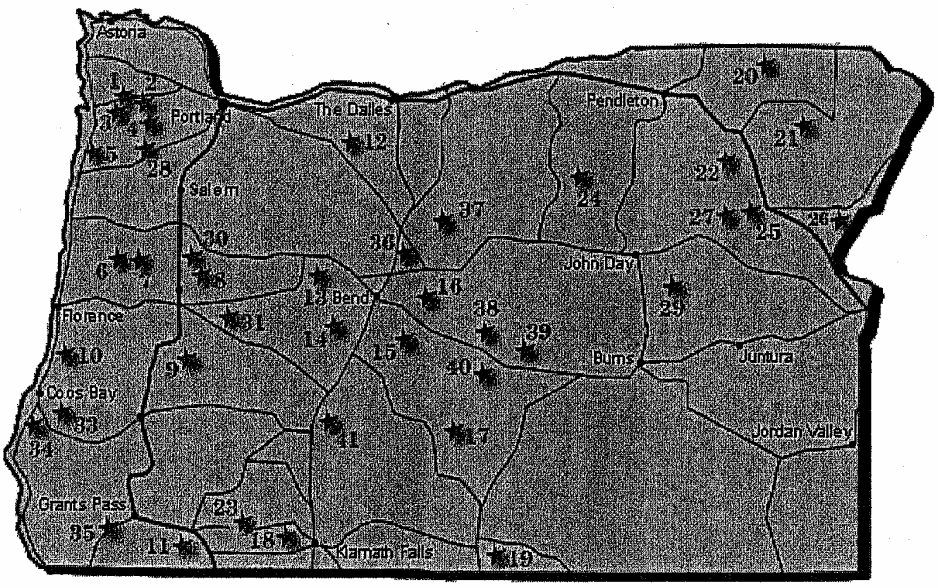
Further Information: In late summer months please make yourself aware of special closures that may be in affect. If you have questions please contact the Prineville BLM at (541) 416-6700, the 24-hour hotline at (541) 383-4010 or our website at www.fs.fed.us/R6/centraloregon/cohvops.

Attachment G:
OHV Areas in Oregon

OHV Riding Areas

Provided by Oregon Off-Highway Vehicle Association

For Compete Information Start at the Front Door --Home



1. Jordan Creek & Diamond Mill
2. Brown's Camp OHV Area
3. Tillamook OHV Trail - State Forest
4. Trask OHV Area
5. Sand Lake
6. Prairie Peak
7. Low Pass
8. Shotgun OHV Area
9. South Valley Resource Area
10. ODNRA Recreational Area
11. John's peak
12. McCbubbins Gulch OHV Trail
13. Santiam Pass
14. Edison OHV Trails
15. East Fort Rock OHV Trails
16. Millican Valley OHV Recreation Area
17. Christmas Valley Sand Dunes
18. Klamath Sportsman's Park
19. Crane Mountain
20. Upper Walla Walla OHV Trail
21. Mt. Fann Riding Area
22. Winom Frazier OHV Complex
23. Prospect OHV Trail System
24. Sunflower OHV Area
25. Elkhorn Crest Trail
26. Virtue Flat
27. Unity OHV Trail
28. Upper Nestucca Motorcycle Trail
29.
30.
31. Noonday Trail
32. Back Country Discovery Route
33. Blue Ridge Trails
34. Winchester Trails
35. McGrew Trail
36. Henderson Flat
37. Green Mountain
38. North Millican
39. Millican/ODOT Pit
40. South Millican
41. Rosland Recreation Site

Siskiyou National Forest - Galice Ranger District

13 Class III Trails (70 miles of previous unknown trails)

- Big Pine Spur
- Briggs Creek Trail
- Chetco Gorge Trail
- Chimney Camp Trail
- China Creek Trail
- Dutchy Creek Trail
- Minnow Creek Trail
- Onion Way Trail
- Pine Grove Trail
- Sam Brown Creek Trail
- Shan Creek Trail
- Siler Peak-Hobson Horn Trail
- Taylor Creek Trail

Remember - All OHV Trails are open to all other users. YOU represent all OHV users and your sport. Be Friendly, Courteous, Kind and Helpful.

Click here for a pre-ride and safety checklist.

OHV Areas in Oregon

	Miles	Acres	Comments	Location	Forest/District
FS					
Blue Mountain	16	0		NE	Malheur NF
Chetco	0	0	No OHV oportunities. Map misprint		
Crane Mountain	8	0		Central	Fremont NF
Cottage Grove	14	0		West	Umpqua NF
Diamond Lake	25	0		West	Umpqua NF
East Fort Rock	318	0		Central	Deschutes NF
Edison Butte	25	0		Central	Deschutes NF
Elliot Ridge	23	0		West	Rogue River NF
Galice	70	0		West	Siskiyou NF
Green Mountain	8	0		Central	Ochoco NF
Henderson Flat	16	0		Central	Ochoco NF
Huckleberry Flat	15	0		West	Willamette NF
McCubbins Gulch	30	0		West	Mt. Hood NF
McGrew 4WD Trail	20	0	4WD only	West	Siskiyou NF
Mt. Fanny	15	0		NE	Wallowa-Whitman NF
North Umpqua	27	0		West	Umpqua NF
Oregon Dunes NRA	0	12,070	5930 open dunes, 6140 designated routes only	West	Siuslaw NF
Pine Grove	0	0	No OHV oportunities. Map misprint		
Prarie City	26	0		NE	Malheur NF
Prospect	200	0		West	Rogue River NF
Sand Lake	0	2,000	Open Dunes	West	Siuslaw NF
Satiam Pass	20	0		West	Willamette NF
Unity	60	0		NE	Wallowa-Whitman NF
Upper Walla Walla	40	0		NE	Umatilla NF
West End	0	0	No trail miles, roads only.		
Winom Frazier	140	0		NE	Umatilla NF/Walowa-Whitman NF
BLM					
Blue Ridge	12	0	Trails and Roads	West	Coos Bay BLM
Christmas Valley Dunes	0	8,000	Open Dunes	Central	Lakeview BLM
John's Peak	hundreds	0	John's Peak Plan will identify mileage	West	Medford BLM
Millican Valley	240	0		Central	Prineville BLM
Rosland Recreation Site	4	0		Central	Prineville BLM
Shotgun Creek	24	0		West	Eugen BLM
Upper Nestucca	100	0		West	Salem BLM
Virtue Flat	0	0	No OHV opportunities. Map misprint		

State					
Honeyman	0	0	Access Point Only		
Mt Baber	0	0	No OHV opportunities, Map misprint		
Tillamook OHV Area	100	0		West	Oregon Department of Forestry
County/Other					
Klamath Sportsman Park		20		Central	
Morrow County	0	0	No OHV opportunities, Map misprint		
Winchester OHV Trails	30			West	
Total	1,625	22,090			
		15,930	open dunes		
		6,160	limited to designated routes		
*Compiled 7/5/02 by Sarah Schartz. Based on ATV Oregon Map, OOHVA website and phone calls with various land managers.					

Attachment H:
OHV Trend Information

	Oregon New Retail Sales			U.S. New Retail Sales		
	Off-Highway Motorcycles	Quads	Total	Off-Highway Motorcycles	Quads	Total
2000	4,918	9,912	14,830	217,188	648,637	865,825
1995	1,954	3,950	5,904	90,679	277,787	368,466
% change	152%	151%	151%	139.5%	133.5%	135%

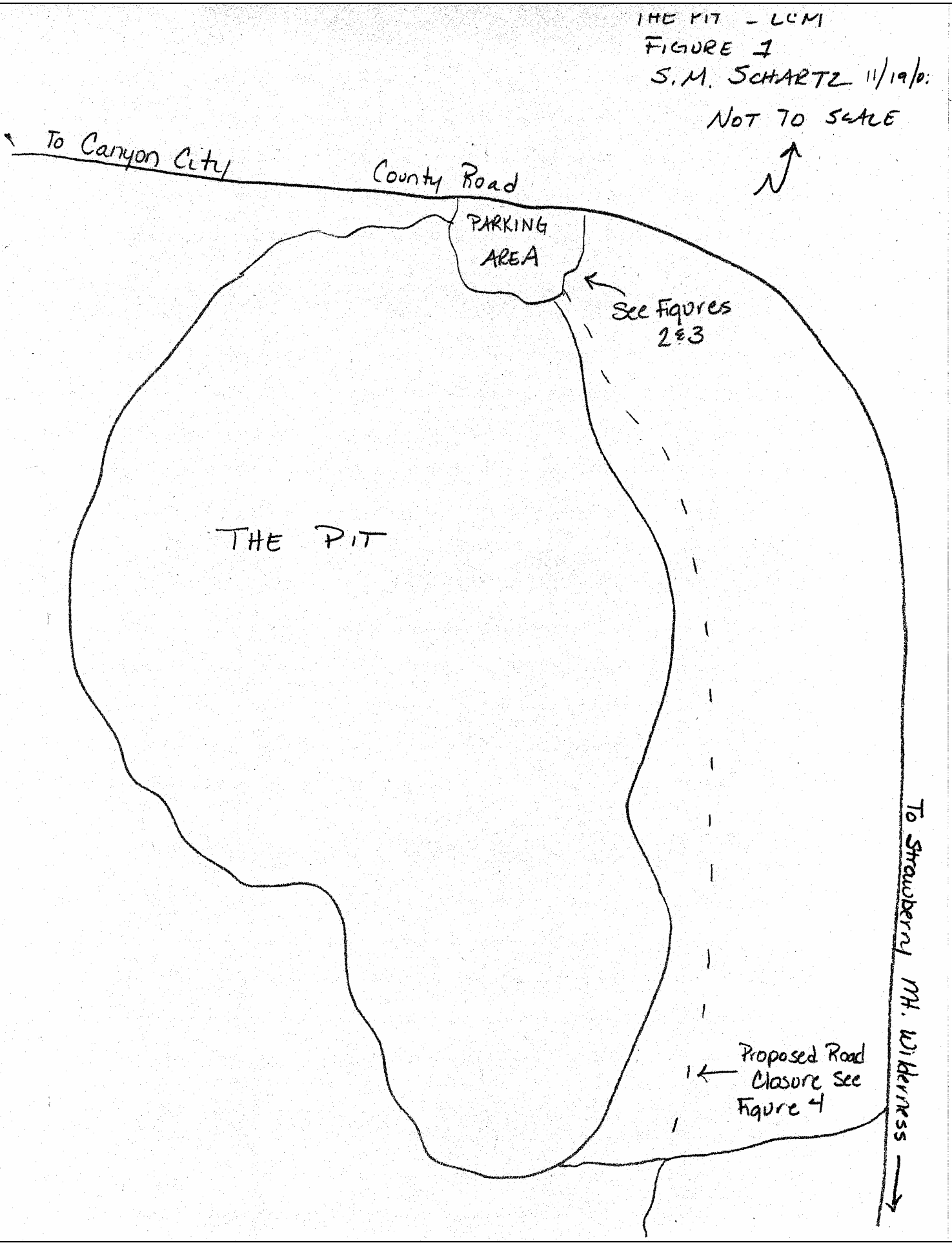
Source: *MIC Retail Sales Report*, based on actual sales registrations from Arctic Cat, Bombardier, Honda, Kawasaki, KTM, Polaris, Suzuki, and Yamaha. Off-highway includes dual sport motorcycles.

1997 Estimated Vehicle Population

	Off-highway Motorcycles	ATVs	Total
Oregon	48,000	68,026	116,026
Total U.S.	1,975,000	3,910,000	5,885,000

Source: MIC estimate for motorcycles. U.S. Consumer Product Safety Commission for ATVs.

Attachment I:
Proposed Pit Actions


THE PIT - LCM
FIGURE 1
S. M. SCHARTZ 11/19/0:
NOT TO SCALE
To Canyon City
County Road
PARKING AREA
See Figures 2 & 3
THE PIT
To Strawberry Mt. Wilderness
Proposed Road Closure See Figure 4

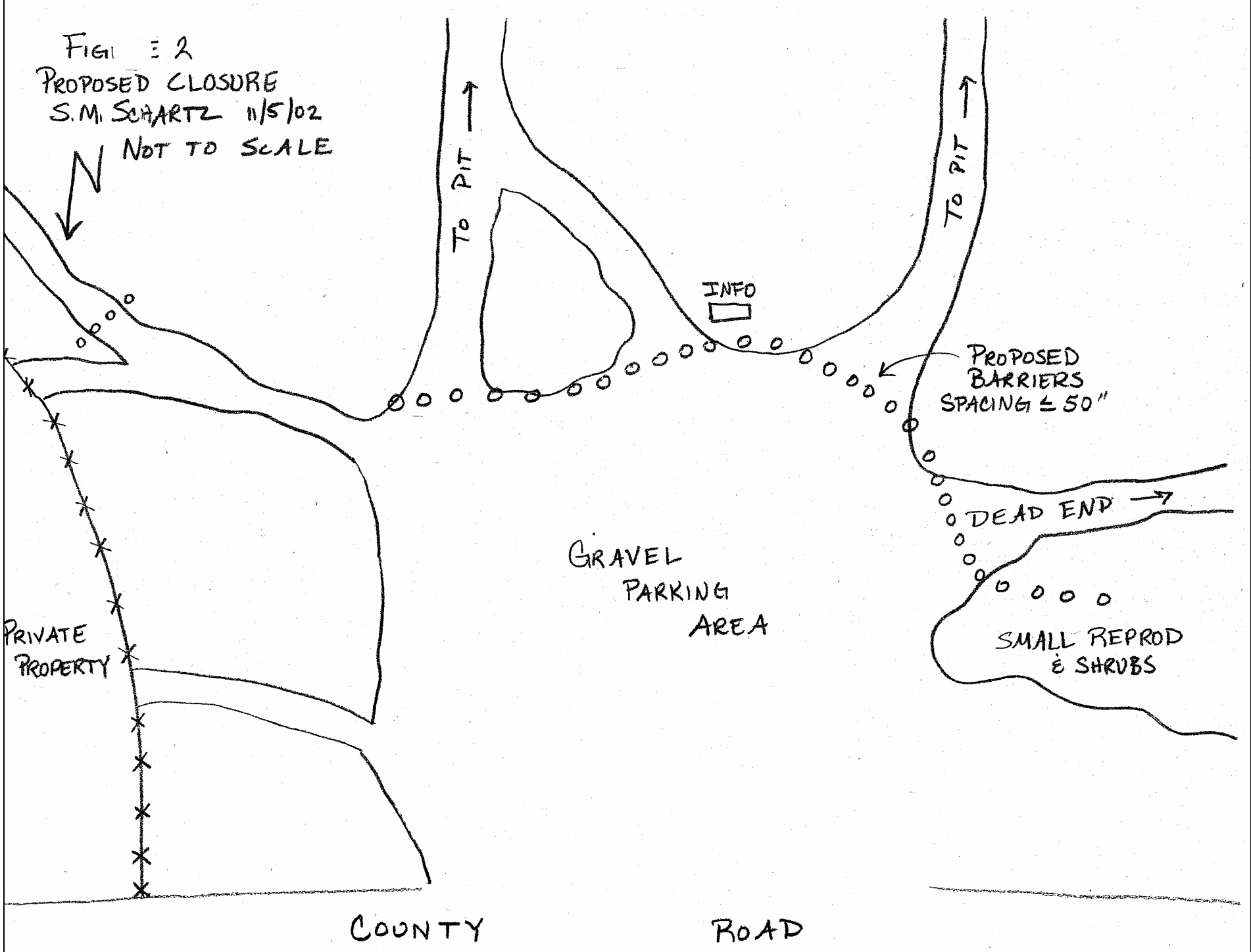
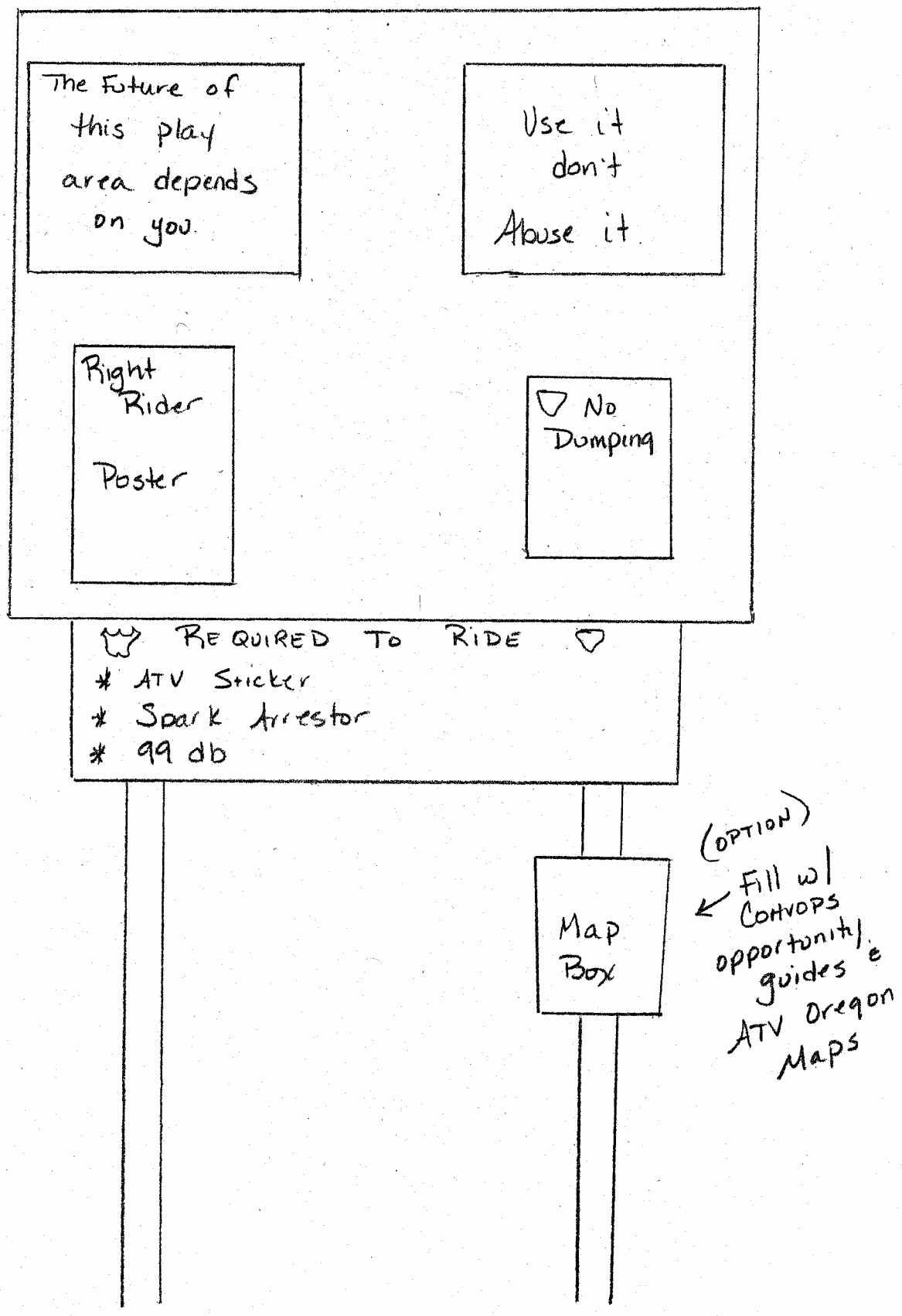


FIGURE 2
PROPOSED CLOSURE
S. M. SCHARTZ 11/5/02
NOT TO SCALE
TO PIT
TO PIT
INFO
PROPOSED BARRIERS SPACING ≤ 50"
DEAD END
GRAVEL PARKING AREA
SMALL REPROD & SHRUBS
PRIVATE PROPERTY
COUNTY ROAD

FIGURE 3

PROPOSED INFO BOARD - LCM
S. Schartz 11/4/02



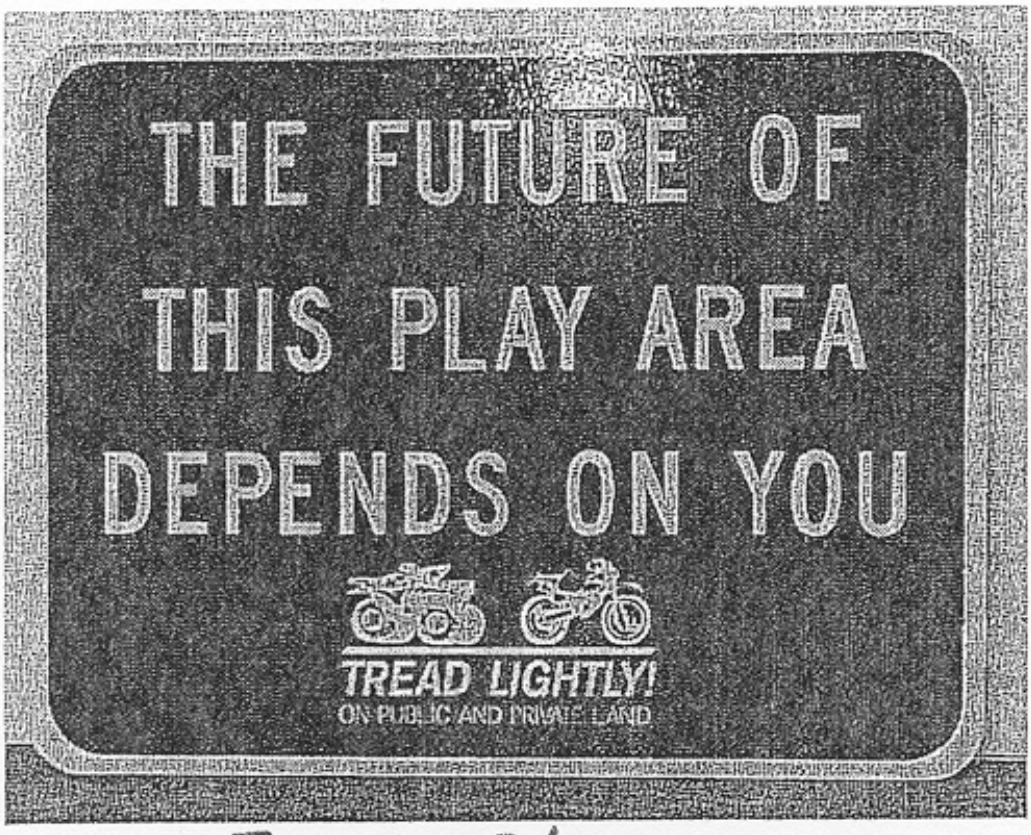


FIGURE 3A

FIGURE 3B

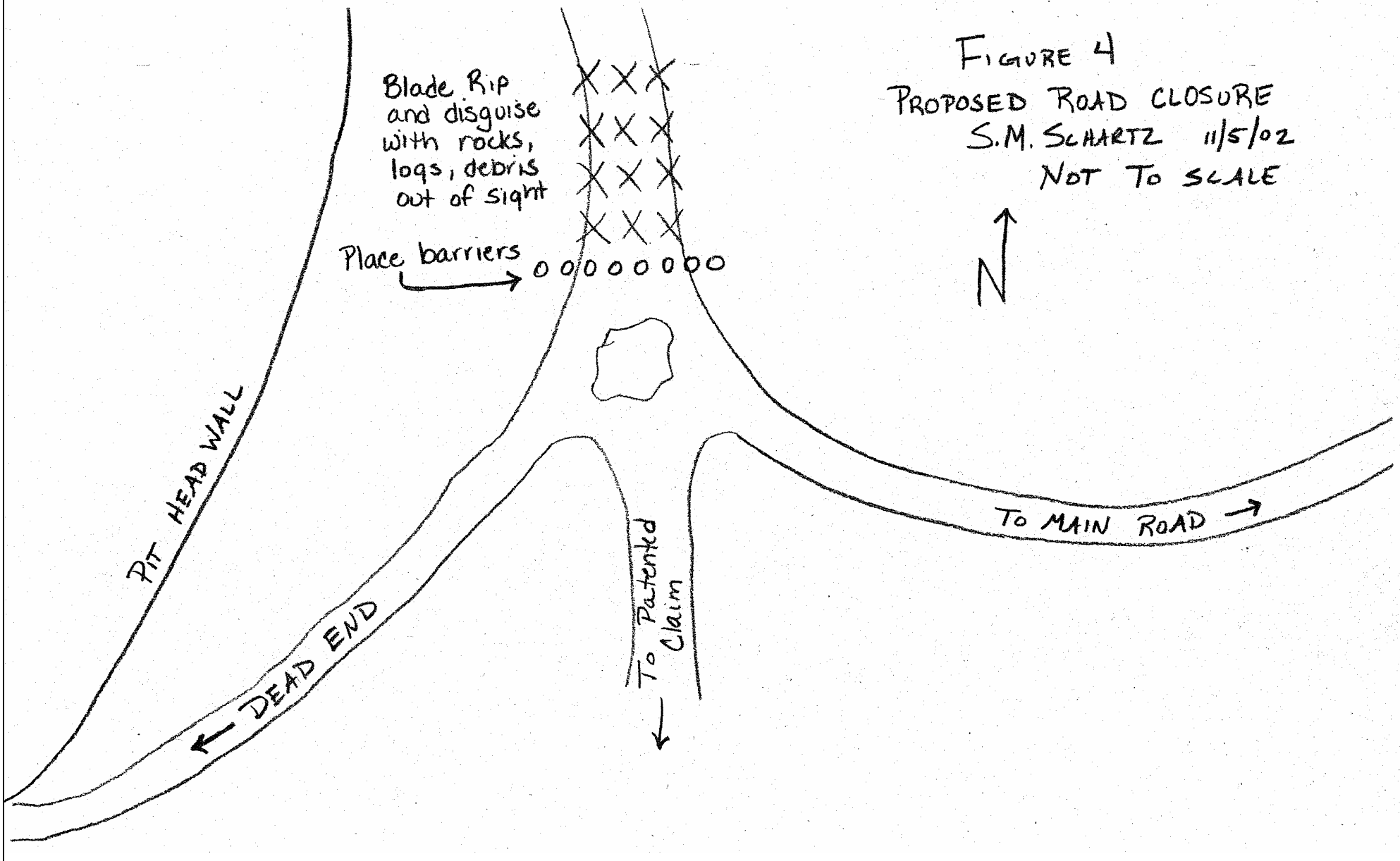
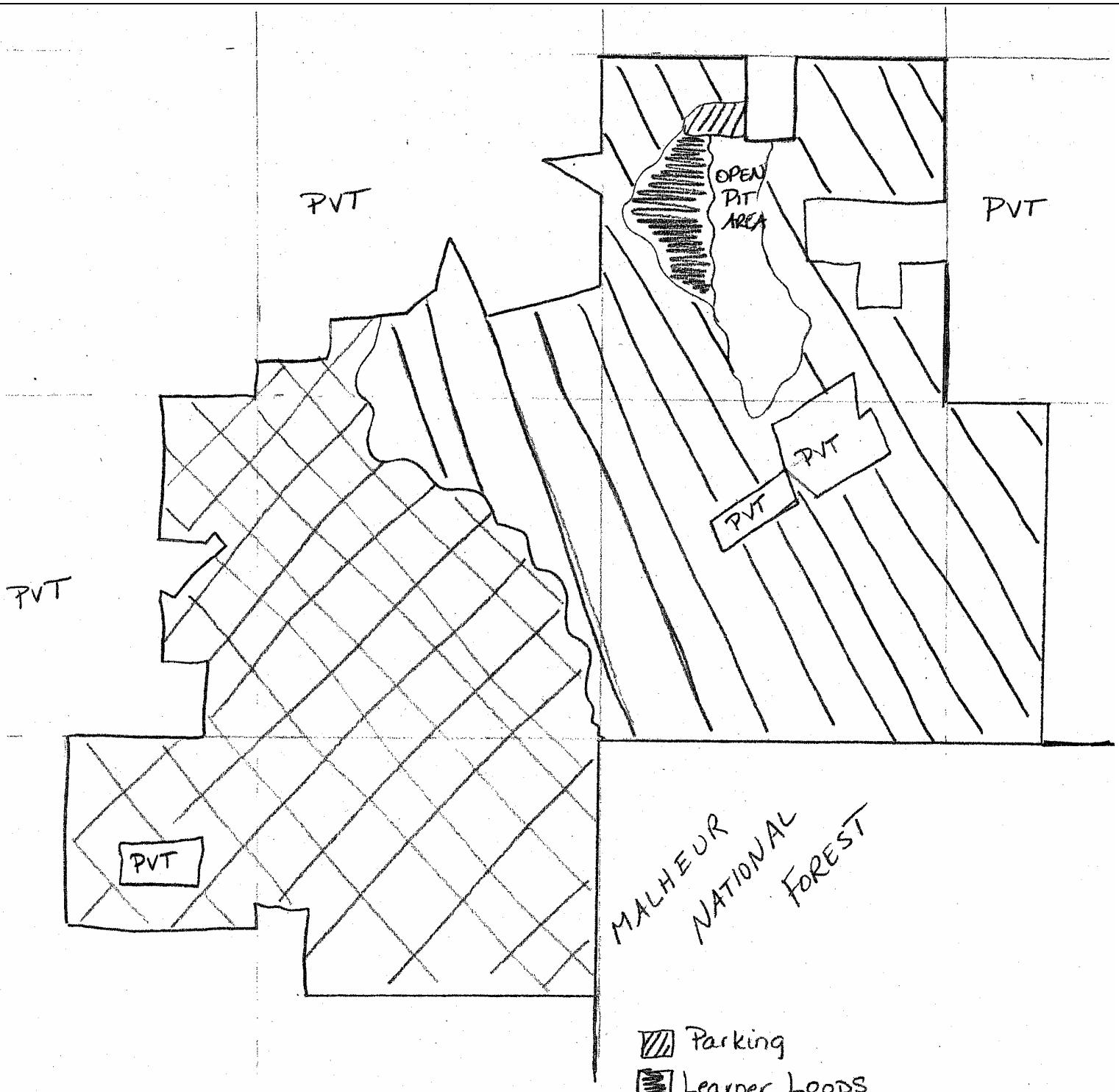


FIGURE 4
PROPOSED ROAD CLOSURE
S.M. SCHARTZ 11/5/02
NOT TO SCALE



LITTLE CANYON MT.
POSSIBLE OHV DESIGNATIONS
FIGURE 5

S.M. SCHARTZ 11/12/02

NOT TO SCALE

Attachment J:
COHVOPS Trail Guidelines

C O H V O P S
Central Oregon Combined OHV Operations
(Deschutes NF, Ochoco NF, Prineville BLM)

Trail Management Objectives and
Maintenance Guidelines

The purpose of trail maintenance is threefold: protect user safety; maintain the trail prism in a condition where the width, depth, drainage, and control of the riders are adequate to protect adjacent resources; and keep the trail within the parameters of the designed trail management objectives.
Maintenance needs are dynamic as they are constantly changing and growing. This plan outlines the work anticipated to meet the above objectives, but at no time will a large trail system be in a condition of being 100% maintained. In Central Oregon, as long as the trails are open to use, the trail treads will be constantly deteriorating at a variety of rates. Some trail treads will be in very good condition, some will be okay, and some will be in poor condition. Those in poor condition will be identified and placed on the maintenance plan for the next year unless there is a safety or resource concern that dictates immediate attention.

Trail Management Objectives:

General

1. We will provide the user with a variety of quality OHV experiences that produce a high fun factor. This can be accomplished by providing a mix of tight trails and open trails that provide a variety of settings, speeds and challenges.

2. We will provide a trail experience, not a highway experience. This will be accomplished through tighter alignment, narrower clearing, leaving more obstacles in the trail, and other methods that produce slower speeds.

3. We will provide a forest experience in a forest setting. We want the users to feel like they are blazing their own trail without ever getting off the designated route. This can be accomplished through tight alignment, tight clearing, less pruning, and more obstacles left in the trail. Likewise, we will provide a natural experience in a desert setting. The alignment will be straighter, but we will take advantage of all available trees and brush to

make the trail as curvilinear as possible.

4. We will locate and design, to the extent possible, trails to maximize views of Central Oregon's outstanding mountains, forests and deserts and take full advantage of changes in settings, vegetation, soils, and topography.

5. We will locate, construct and maintain, to the extent possible, trails to lie lightly on the land. They will blend with the topography by curving and flowing with the natural contour. They will be self-draining with rolling the grades. Where grades cannot be rolled, erosion-controlling structures will be installed. Removal of vegetation, rocks, and other features will be kept to a minimum.

6. We will promote safe riding practices and to the extent possible, provide safe riding opportunities. It is recognized that accidents and personal injury are inherent risks in this sport and there is often a fine line between a hazard and an obstacle or experience that requires challenge or technical skill. Generally, a natural feature will not be considered a hazard as long as the skill required does not exceed the difficulty level of the trail. Any man-made feature that creates an obvious potential hazard will be removed or mitigated.

7. We will facilitate range management by using cattleguards in place of gates whenever possible. For safety, trails will be designed to cross cattleguards on a tangent. By-pass gates, at or near cattleguards, will allow equipment to pass and facilitate trail use by equestrians.

Trail Treads

8. We will construct trail treads for Class I & III ATVs to be 50-inches or less, depending on difficulty level. Some trails will be constructed as "single track" for motorcycles only and these will generally be 18-inches or less in width. Most trails will be constructed and maintained with the Sweco trail dozer, but will be kept as narrow as possible. Narrow treads and narrow clearing reduces speed and increases the trail experience. Reducing speeds increases safety, reduces trail maintenance because moguls develop slower, and increases the rider's time in the saddle.

9. We will provide a two-way experience on all trails, except Learner Loops. This helps to reduce speeds by forcing the rider to be defensive; other riders, hikers, equestrians, or mountain bikers should be anticipated around every turn. This also helps to create a trail experience rather than a racetrack experience.

10. We will not construct turnouts unless trails are on steep, full-bench slopes where there is no other opportunity for two vehicles to pass. Our terrain is generally flat enough and the vegetation open enough to allow riders to pass. This will help to reduce speeds and create a trail experience rather than a highway experience.

Clearing

11. We will maintain a narrow clearing width to reduce speeds and provide a natural "trail-blazing" experience. We will not compromise safety. Green limbs and flexible brush that encroach within the clearing limits will generally be left in place to provide helmet slappers and leg slappers if they do not unduly infringe on sight distance or form a safety hazard.

Signing

12. We will provide quality signing and mapping to promote visitor safety and rider knowledge of their location. We will emphasize that signing on the ground matches the information on the map and vice-versa.

13. We will keep signing to a minimum to increase the trail experience and improve esthetics. Reassurance markers will be placed after each junction, at all road crossings, and at any point where there may be confusion as to the continuing direction of the trail. Yield and Yield Ahead signs will be used where trails cross high speed or high traffic volume roads. The use of Stop signs will generally be discouraged.

14. We will ensure our signing meets the guidelines in the Oregon State ATV Sign Plan and will generally conform to the recommendations in the East Fort Rock OHV Sign Plan. To the extent possible, sign colors, shapes, and messages will be consistent throughout the COHVOPS trail systems. On signs that have agency shields or logos, generally both the BLM and FS logos will be used so signs can be used in any COHVOPS area.

15. We will use travel management signs at trailheads and other key areas to inform the public, which uses are allowed on a particular trail.

16. We will use standard federal recreation symbols whenever possible. Symbols with a red or yellow slash will indicate a trail where a particular use is prohibited or not recommended.

Trail Maintenance Guidelines:

General

1. All maintenance will be dependent on the availability of funding, personnel, equipment, and appropriate weather to effectively perform the work.

Trail Treads

2. An annual trail maintenance plan will be prepared which will outline the trails/areas to be worked on and the recommended treatments. All maintenance performed will be recorded on the COHVOPS maintenance log to facilitate future planning and accounting of our work.

3. Trail condition surveys and monitoring will be performed to identify maintenance needs. Any undue hazards that are identified will be treated as a priority.

4. Once heavy maintenance is performed with the Sweco, the trail will be closed until we receive enough moisture events to firm up the trail tread. Whenever possible, we will operate two Swecos is tandem. This has proven to be very efficient with one cat ripping up the trail and roughing it back in and the second cat doing the finish work. Any trail segments that do not need to be reworked will be skipped.

5. Trail grooming will be performed on high use trails to slow the growth of moguls and reduce brake chop. Once moguls have developed to the point that users ride off to the side of the trail, the trail will be scheduled for reconstruction. Generally, trails that have been reconstructed with the Sweco most recently will receive priority for grooming.

6. On rocky trails throughout COHVOPS, the crusher will be used to stabalize trail treads as personnel and time permit

7. It is extremely important not to over-maintain the trails. Resources need to be protected, but the intended difficulty level cannot be compromised. These are trails, not roads, so they must be challenging and interesting.

8. To improve the flow of the trail and reduce the potential for widening, curves will be super elevated where practical.

9. Experience has shown that compacting a trail after construction or reconstruction will extend the life of the trail before work is needed again. When there is adequate moisture and funding and personnel are available, trails will be rolled and compacted after reconstruction or maintenance.

10. Since tracks beget tracks, any off-trail tracks will be raked out or obliterated whenever practicable.

11. Since trash begets trash, garbage and litter along roads, trails, and in trailheads will be picked up to maintain a neat, clean, professional appearance.

Clearing

12. Dead, inflexible limbs, stobs and jail pokes will be pruned during regular maintenance. To the extent possible, pruned limbs should be cut flush with the trunk.

13. All logout should be performed on quads to insure that adequate width and turning radius is maintained.

14. During logout, the cut material should be strategically placed to prevent shortcutting the trail, or to deter any off-trail use.

15. Logs meeting the specified obstacle height may be left in place provided they are solid, do not move or roll, and are nearly perpendicular to the trail so they can be crossed safely.

16. Logs larger than the specified obstacle height may be notched to within specifications provided the log is solid and nearly perpendicular to the trail.

17. Where the trail follows a closed road, during logout the cuts should be staggered randomly from one side to the other so that an "S" alignment is created. The cuts should not exceed the recommended clearing widths so the trails will not be passable by full-sized vehicles.

18. Trees that are leaning over the trail or suspended over the trail may be left in place if they are more than 6 feet above the trail tread and there is adequate sight distance in both directions to see and react to the potential obstacle.

Signing

19. Any trail signs that are vandalized will be replaced as soon as practicable. Replacing safety and regulatory signs will be a priority.

Other Maintenance

20. Cattleguards will be cleaned out as necessary to maintain their effectiveness. Broken wings and deck rails will be replaced as needed to insure rider safety and cattleguard effectiveness.

21. Generally, no maintenance will occur at play areas unless unsafe holes or ledges develop. Play areas will be checked regularly for signing or fencing damage and other needs. At Rosland, the orange jump poles will be checked weekly or as often as feasible to insure they are in place and functional.

22. No trail grooming or heavy maintenance will occur on dispersed trails or play areas. We will sporadically patrol high use dispersed areas to educate riders, insure compliance, and help reduce conflicts; the first priority for patrolling will be our designated sites. We've installed kiosks and "Required to Ride" signs at some of the major dispersed areas and we will maintain these in a functional condition.